

WORLD - WIDE

AIR TRANSPORTATION

THE WORLD'S FIRST AND ONLY AIR CARGO MAGAZINE

APRIL
1949

In This Issue

Guest Air Cargo
Editorial No. 18

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This Month's Lesson in
Air Shipping—Speed

•
Around the World in
94 Hours

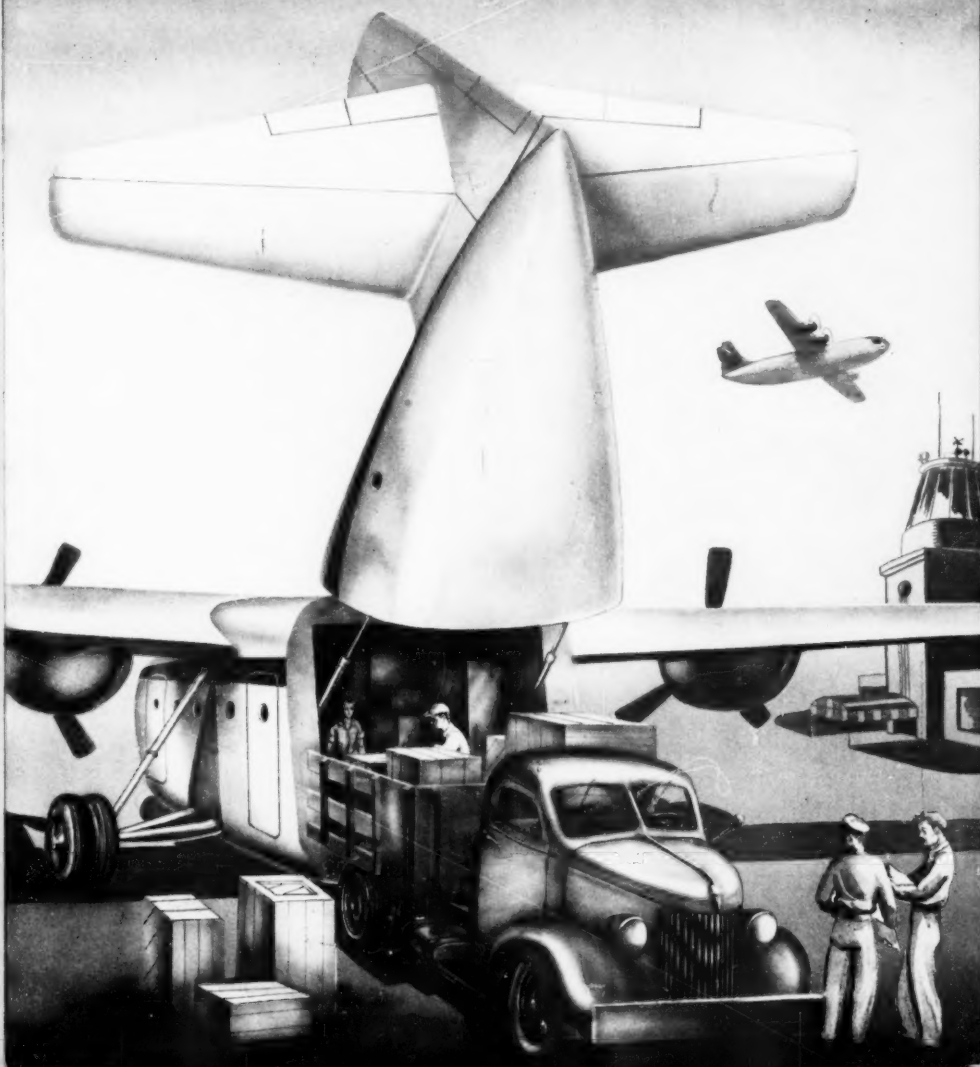
•
Odom Does it Again!

•
Markets for Airborne
Seafoods—Part III

and featuring

AIR SHIPPER'S
MANUAL

Vol. 14 No. 4





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*Via connecting airline



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 your experienced Foreign Freight Forwarder or

NORTHWEST *Orient* AIRLINES

COAST-TO-COAST...HAWAII...ALASKA...THE ORIENT



ANNOUNCING WORLD'S LARGEST PRODUCTION PROPELLER

"Custom-Built" BY Curtiss-Wright

FOR THE B-36

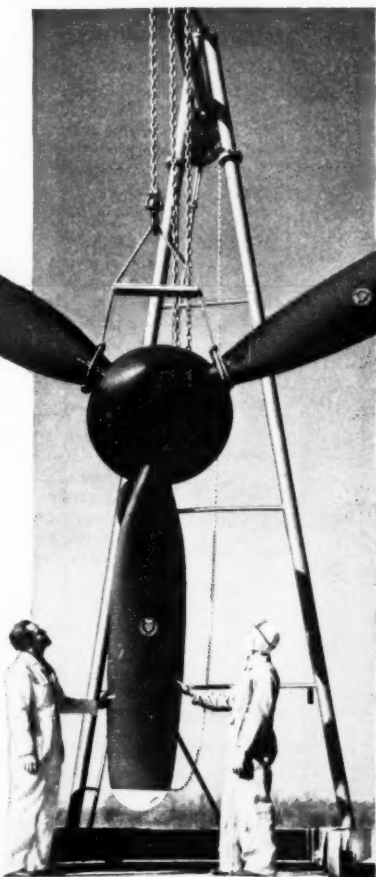
Curtiss-Wright's continued leadership in research and engineering has produced an entirely new development in the propeller field—the world's largest production propeller. This giant propeller—19 feet in diameter with a

21-inch blade chord—was designed specifically for the Air Force's B-36 and is custom-built throughout.

► This propeller's pusher location on the trailing edge of the wing, causing abnormal loads resulting from airflow disturbance, involved new and difficult design problems. But these were successfully solved and a *practical* propeller of huge size, featuring many new advantages was developed . . . as the result of many man hours in engineering, research, development and testing.

Many service-proved features

The new Curtiss Propeller also provides *reverse* thrust for smooth, air-cushioned landing and more effective braking . . . *automatic synchronization* which



enables pilot to control *six* engines as *one* with single-lever action . . . *hollow steel blades* for light weight and extra strength.
► This new propeller now servicing the giant B-36 is another in-

dication that Curtiss-Wright's continued leadership in the propeller field is meeting *today's* while anticipating *tomorrow's* aviation needs.

Many new features included in new Curtiss Propeller

- ... *constant speed in reverse*
- ... *instantaneous reversing and feathering*
- ... *pitch change from rotation of propeller*
- ... *de-icing by heated air passing through hub and hollow steel blade*

A PRODUCT OF
CURTISS WRIGHT
FIRST IN FLIGHT



PROPELLER DIVISION, CALDWELL, N. J.

CURTISS ELECTRIC PROPELLERS

AIR CARGOREELS

HERE'S AN INTERESTING shot showing part of a cargo composed of 8,000 pounds of Paris originals being towed to a waiting Air France Comet destined to New York. The cargo was the result of two special Air France flights of buyers to the French capital. Airborne goods manufactured in France are seen increasingly on the shopping counters of the United States and other countries. (Above.)

◀ NO LESS THAN a ton of Panama hats waits at the airport in Guayaquil, Ecuador, before being hauled to the United States in one of Panagra's cargoplanes. Panagra, which links the United States with the most important commercial, industrial, and agricultural centers of the southern continent, is one of the cargo pioneers.

◀ LICKING THE STAMP is Jean Pierre Aumont, French film and stage star, while Virginia Smith, of the American Red Cross, turns over the first air parcel post shipment to France to New York Postmaster Albert Goldman and TWA Hostess Merry Eve Bennett. The package contains the film, *It Can Be You*, an ARC production.

◀ SOME THREE TONS of garden-fresh spinach, done up attractively in cellophane bags, takes to the air in a United Air Lines cargoliner. Stewardess Sophie DeJahn, who has taken care of plenty of airborne passengers, doesn't seem to be appalled by the cargo. United is flying approximately 5,100 pounds daily from California to the Seattle area. Produce is harvested and shipped the same day. What will Popeye say about this cargo?

◀ SO LONG, OL' DC-3, is what American Airlines is saying in effect as the venerable Douglas transport—the truckhorse of the skies—is retired by the line. All of American's DC-3s will be retired by April 1, and all services will be flown exclusively by DC-6s and Convairs. That's Walter H. Johnson, Jr., eastern regional vice president, at the mike, with a 1911 Ford, a Marine Corps guard of honor, a Gay Nineties band, and Lee Stacy of *Lend an Ear* in the background, all doing the honors.

◀ THE TOP BRASS of Pan American World Airways look on as one of the cargo handlers demonstrates how a jeep is driven up an inclined ramp into one of the line's C-46 Commando freighters. Note the special construction of the ramp. This photo was taken in Miami, just before the annual meeting of the board of directors.



AIR **TRANSPORTATION**

**The world's first and only
air cargo magazine**

Established October, 1942

AIR TRANSPORTATION, published on the 15th of each month, is devoted (1) to the furtherance of air cargo as the newest and most significant form of freight transportation, (2) the promotion of domestic and international air commerce as an integral factor in progress, prosperity and peace; and (3) the establishment of a safe and sound national as well as international air transportation system. Subscription rate for United States and Possessions, \$5.00 for one year, \$8.00 for two years, and \$11.00 for three years; foreign countries, \$6.00 for one year, \$10.00 for two years, and \$14.00 for three years.

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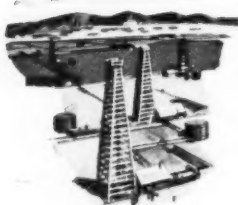
Bulk cargo moved into the bowels of the Curtiss-Wright CW-32, specially designed all-cargo plane.



This fleet of Bonanzas makes a business go ...and grow!



Key men of Weatherford Oil Tool Company, Texas, really get around with their seven-plane fleet of 4-place Bonanzas. Weatherford makes oil well tools and equipment, has 38 distribution centers in ten states. The sales situation, as in many another business, calls for fast action. They get it—by Bonanza!



"Now we can increase our sales calls by 40% over those we could make by fastest public transportation," says President J. E. Hall, Jr. "If we hear of a potential sale in another state, we have a man there in hours. And customers like fast action when waiting for equipment. Oil rig time is expensive. Now our men, with equipment, get there pronto by Bonanza."



Sales Manager John Hall even uses his Bonanza as "reconnaissance"; spots well locations from the air, follows up with sales calls. Because Bonanzas are quiet and comfortable, they're ideal as customer transports. Cost of operation? About the same gas and oil consumption per mile as an auto! This Bonanza fleet is a profitable, paying proposition.

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Apply this revolutionary business "machine" to your business. It means you slice travel-time by two-thirds . . . a saving you put to profitable use. Investigate. A note on your company letterhead brings an informative 60-page brochure on "The Air Fleet of American Business." Write today to Beech Aircraft Corporation, Wichita, Kansas, U. S. A.

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PAGE 6—AIR TRANSPORTATION—Air Commerce

Top speed 184 mph
Cruising speed, 170 mph
Range 750 miles

BEECHCRAFT
BONANZA
MODEL **A35**



Joseph D. Boylan

Guest Air Cargo Editorial No. 18

By JOSEPH D. BOYLAN

Director of Cargo Sales

American Airlines

WHE in the air cargo business have been so busy in the last few years that there hasn't been much time for analysis. The constantly increasing flow of cargo, particularly air freight, has kept us at work filling the demand, acquiring the airfreighters suitable for economic carriage of large shipments, setting the frequency and routing of schedules, and selling and loading the freight. The overall picture has been hard to keep in focus. Today's duties and today's problems frequently have been the trees obscuring the forest.

American Airlines recently finished compiling its 1948 air cargo and air freight statistics, and the beginning of the year is a good time for sitting down and taking stock. Let's take a look at our business and see just how healthy it is.

American Airlines smashed all of its previous air cargo records last year. Air cargo—including air freight, air express, air parcel post and air mail—totaled 36,939,000 ton-miles during 1948, compared with 24,878,000 ton-miles the previous year.

The biggest increase came in air freight, up 82.4 percent from 12,721,000 ton-miles in 1947 to 23,205,000 ton-miles last year. Happy as we are with an air freight increase of 82 percent, this figure alone does not tell the whole story.

More important are the trends established in 1948. Traditionally, our air freight loads have followed the patterns of surface transportation. The peak always before has come in October—the time when stores and distributors order their Christmas stocks. There has always been a falling off in November, and December was considered still less productive of freight volume.

Last year, for the first time, we broke away from the patterns of surface transportation. After its peak in October, air freight failed to take the expected nosedive. In December, our freight shipments hit an all-time high, climbing to 2,752,000 ton-miles, compared with 1,760,000

ton-miles in December, 1947. But the important comparison is with October, 1948, when 2,474,690 ton miles were flown, at that time the all-time monthly peak.

We think this is one of the most significant developments in the history of our air freight experience. It proves, once and for all, that the economic theories behind the transportation of freight by air are accepted by business generally and are becoming more and more a part of sound business planning.

We have surely been graduated from the emergency stage when freight by air was thought of only as an emergency measure. As our excellent December figures prove, we are less at the mercy of seasonal sales cycles.

Let me add one other point of proof. In the week after Christmas last year, our air freight loads were so great we had to schedule a number of extra section airfreighters to handle the demand. And the week after Christmas, during a week considered one of the worst in the entire year!

All of this means one thing: conversion of business thinking to one of the air cargo industry's primary axioms—the benefits of tighter, more economic inventory controls by use of air transportation.

Last year American Airlines concentrated heavily on solving the problem of balanced loads. Our airfreighters were too often full westbound, but far from full eastbound. Our sales efforts bore fruit. Eastbound loads have been picking up with heartening regularity. Last December, for instance, cargo shipped outbound from Los Angeles amounted to 75 percent of the volume moved into Los Angeles.

We have every justification in thinking 1949 will be a banner year. On the basis of last year's history, we expect fewer peaks and valleys, both in seasonal volume and in destination volume. We think that the decision of one large manufacturing concern to increase its air freight volume by 40 percent in 1949 will be matched and matched again in the coming months.



No. 1—SPEED

VERIFIED CASE HISTORIES TO HELP THE SHIPPER

TWA: Watches

Industry today relies more and more upon the airplane for the speedy and dependable transportation of cargo. In fact, air carriage accomplishes such swift and consistent delivery that plants gear production schedules to those of airlines transporting their materials.

For example, the Gruen Watch Company plant in Cincinnati has geared its production schedule to the flow of watch movements from its Geneva, Switzerland plant, to Cincinnati, which are shipped on Trans World Airline. The shipments for Gruen are made each week aboard the weekly all-cargo flight of TWA, the only United States airline operating all-cargo service on regular schedule between the United States and Switzerland.

Had it been necessary to rely upon surface transportation, weeks would be required to route each shipment to a European seaport across the ocean and, thence, through a United States port to inland Cincinnati. By air, the watch materials reach their destination in a matter of hours.

According to S. E. Russ, manager of TWA international cargo sales, the Swiss plant sends its products each Saturday via the TWA all-cargo flight, on which space has been reserved. Upon arrival at New York, the Gruen cargo is processed through customs and

transferred to TWA's scheduled New York-Cincinnati non-stop *Constellation* flight, for delivery on Monday at the Cincinnati plant.

As Russ points out, because these shipments are made during the week-end period, when the Swiss and United States plants are not in operation, both plants realize considerable efficiency and economy because they do not have to maintain large stock inventories.

NWA: Fur Coats

Let's say a Nicollet Avenue storekeeper in Minneapolis gets an order for a certain fur coat which he doesn't have in stock, but which the customer insists on having in a hurry. He takes the order, wires it to the wholesaler in New York, who receives it in mid-afternoon or even later.

The coat is wrapped up, taken to the airport and placed aboard Northwest Airlines' all-cargo plane, which takes off at 11:40 p.m. The ship, a speedy Douglas DC-4, lands at Wold-Chamberlain Field, the Twin Cities airport at 5:55 the next morning.

The coat is rushed to the retailer and is ready for the customer as soon as the store opens.

This all-cargo flight is proving such a convenience to merchants that more and more of them are using it.

On the west coast, Northwest Airlines is operating a combined passenger-cargo flight which leaves Seattle at 2:30 a.m. Pacific standard time, and reaches Anchorage, Alaska, at 8 a.m. Anchorage time, that same morning. Cargo loads on this flight are building up steadily.

TCA: Parts

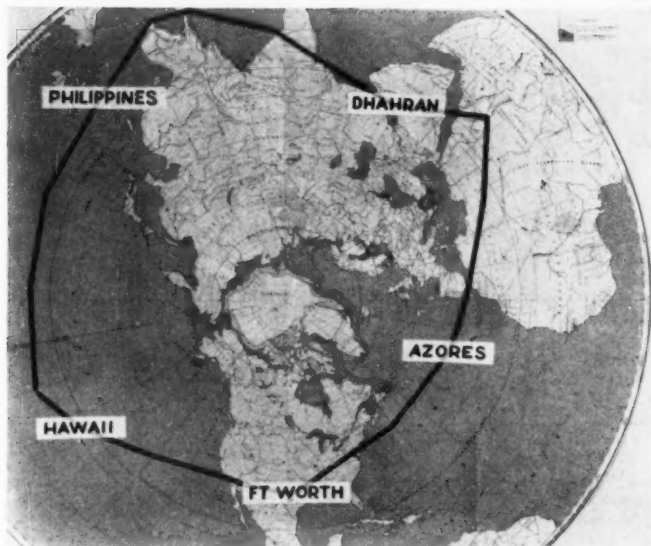
A recent shipment of seven cartons, weighing 229 pounds from the Liquid Carbonic Corporation, Ltd., Chicago, was rushed to its branch office in Montreal.

The parts covered by this shipment were ordered by telephone from Chicago by W. J. Tackaberry, traffic manager in Montreal, shortly after 3:00 p.m., and at that time he requested the shipment to be delivered direct to Trans-Canada Air Lines at Chicago Airport to be handled via Aircargo, as this was an extremely urgent order.

The shipment was rushed to the airport and placed aboard TCA's flight 302 leaving Chicago at 5:00 p.m. At Toronto the shipment was transferred to Flight 2 which arrived at Montreal 10:45 p.m., where it was immediately picked up and put into operation.

Result: The shipment was in the hands of the Montreal office 8½ hours after the order had been placed.

(Continued on Page 45)



ROUTE OF THE USAF B-50, *Lucky Lady II*, whose unpublicized nonstop flight around the globe in 94 hours and one minute startled the world. The giant bomber, military counterpart of the Boeing *Stratocruiser* soon to go into commercial service, established aviation history when its wheels touched the runway at Carswell Air Force Base, Fort Worth, Texas. Carrying a crew of 14 weary men, the plane refueled in the air four times—at Azores, Arabia, Philippines, and Hawaii. It flew a total of 23,452 miles.



EVEN the top brass sweat it out. Secretary for Air W. Stuart Symington anxiously glances at his watch as Lieutenant General Curtis E. LeMay, commanding general, Strategic Air Command (left), and General Hoyt S. Vandenberg USAF Chief of Staff, look toward the sky for sight of the plane.



AND then *Lucky Lady II* arrives, roaring into Carswell Air Force Base after a history-making flight around the world.

CAPTAIN James Gallagher, commander and pilot of the B-50, flanked by Secretary Symington and General Vandenberg, a few minutes before each member of the crew was personally congratulated by top Air Force officials for his part in the record flight. And now to bed.

WAIT TILL THE
COMPETITION HEARS
THAT ACME IS SHIPPING
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This advertisement
appeared in Newsweek



**"Our competition's
getting a surprise, too!"**

- "We're getting more export business than ever!"
- "Clipper Cargo serves all our markets."
- "These savings really add up."
- "I only wish I'd phoned Pan American sooner!"



AIR SHIPPERS' MANUAL

SECOND EDITION

*A copyrighted feature of AIR TRANSPORTATION, the world's first and only
air cargo magazine, including . . .*

- ★ HOW TO BECOME AN IATA-RECOGNIZED AIR CARGO AGENT
- ★ IATA-RECOGNIZED AIR CARGO AGENTS
- ★ INTERNATIONAL AIR MAIL RATES
- ★ UNITED STATES CERTIFICATED AIRLINES
- ★ UNITED STATES AIRLINE DISTANCES
- ★ INTERNATIONAL AIRLINE DISTANCES
- ★ FOREIGN AIRLINES OF THE WORLD
- ★ INSURANCE RATES FOR AIR SHIPMENTS
- ★ AIR EXPRESS SERVICE MAP
- ★ INTERNATIONAL ROUTES OF UNITED STATES
AIR CARRIERS
- ★ SHIPPER'S EXPORT DECLARATION
- ★ INTERNATIONAL AIR CARGO RATES

A DISTINCTIVE SERVICE FOR THOSE WHO SHIP BY AIR

How to Become an IATA-Recognized Air Cargo Agent

THE PROCESS whereby a bona fide foreign freight forwarder can become recognized as an authorized cargo agent for airline members of the International Air Transport Association—and thereby entitled to five percent brokerage—is a simple and straightforward one.

Briefly, becoming eligible to do business as an air cargo agent for IATA member carriers involves sponsorship by a member carrier and screening and bonding by the IATA Traffic Conference. The specific steps are these:

1. The prospective cargo agent secures a copy of the IATA agency certification questionnaire, which is available from IATA member carriers.
2. He answers the questionnaire on his own letterhead and signs an undertaking that he is willing to be bonded under the IATA blanket bonding plan and to pay a nominal agency fee.
3. He submits these with his check to the IATA member carrier whom he wishes to sponsor his application.
4. The sponsoring carrier sends the application on to the Secretary of the IATA Traffic Conference, who brings it before the next meeting of the Agency Sub-Committee of the Conference.
5. If the application is approved by the Agency Sub-Committee, the applicant will receive a numbered certificate which states

that he is an authorized cargo representative of members of IATA.

The certification puts the cargo agent on the eligible list from which members of IATA may make their appointments of agents. The agent then negotiates directly with each carrier with whom he wants to do business on the basis of the IATA Sales Agency Agreement. The one certification makes it possible for him to deal with all IATA members if he and they so desire. An individual Sales Agency Agreement must be signed with each carrier.

The cost of certification to the cargo agent covers the cost of a \$100,000 bond and its incidental administrative expenses. The agency fee is \$30 for the agent's principal office and \$10 for each additional office.

Where an agent has more than one office, the application should be made by the head office and routed through the Secretary of the Tariff Conference area in which that office is located. The certification will cover branch offices as well, although where branches are located in another Conference area, that Conference has the privilege of voicing its objection to the approval of such branches.

It should be noted that the foregoing has no bearing on any arrangements a foreign freight forwarder may have with non-IATA airlines.

NOTE: In the interest of having only bona fide foreign freight forwarders operating as IATA-recognized air cargo agents, the Customs Brokers and Forwarders Association of America, Inc., national industry organization, has offered the IATA to publicize the firm names of agency applicants in the CBFAA Bulletin. In this manner, firms of questionable background could be spotted by CBFAA members and reported to the IATA. No official decision on the proposal has been reached.

AIR CARGO AGENTS

**Officially Approved by the
International Air Transport Association**

(The following freight forwarding firms have been approved by the International Air Transport Association and serve as official cargo agents for the member airlines. The symbol (*) indicates that the firm is a member of the Customs Brokers and Forwarders Association of America, Inc. A complete list of all IATA Air Cargo Agents appears in the Air Shippers Manual published in the April, June, and October issues.

UNITED STATES

ABILENE, TEXAS

Acme Fast Freight, Inc.
441 South 2nd Street

AKRON, OHIO

Acme Fast Freight, Inc.
Mill & South Summit St.

ALBANY, NEW YORK

Freedman & Slater, Inc.
50 State Street

ALBUQUERQUE, NEW MEXICO

Acme Fast Freight, Inc.
110 East New York Ave.

ALEXANDRIA, LOUISIANA

Acme Fast Freight, Inc.
406 Tenth Street

ALLENTOWN, PENNSYLVANIA

Acme Fast Freight, Inc.
321 Hamilton Street

AMARILLO, TEXAS

Acme Fast Freight, Inc.
420 Barfield Bldg.

ATLANTA, GEORGIA

Acme Fast Freight, Inc.
101 Marietta Street

American Express Company
121 Peachtree Street, N. E.

AUSTIN, TEXAS

Acme Fast Freight, Inc.
1001 East 5th Street

BALTIMORE, MARYLAND

Acme Fast Freight, Inc.
East Madison St. and Guilford Ave.

American Express Company
213 North Charles Street

ANDREWS AND COMPANY, INC., D. C.

203 Stewart Building
Saratoga 7006 (see adv.)

BEHRING SHIPPING COMPANY

452 O'Sullivan Building
Pins 4742

Chasco, Inc.

509 Tower Building

Connor, John S.

National Marine Bank Bldg.

Dyson Shipping Company, Inc.

Gay and Lombard Streets

R. G. Hobelmann and Company

410 National Marine Bank Building

International Expeditors, Inc.

Sharp and Lee Streets

Universal Transcontinental Corporation
Centre Street and Guilford Avenue

*SHAPIRO & CO., INC., SAMUEL

29 South Gay Street
LEXington 0540-1-2 (see adv.)

BATON ROUGE, LOUISIANA

Acme Fast Freight, Inc.
101 May Glover Street

BEAUMONT, TEXAS

Acme Fast Freight, Inc.
1101 South Street

BINGHAMTON, NEW YORK

Acme Fast Freight, Inc.
11 Brandywine Avenue

BIRMINGHAM, ALABAMA

Acme Fast Freight, Inc.
115-13th Street North

BLACK ROCK, NEW YORK

Acme Fast Freight, Inc.
145 Tonaawanda Street

BOISE, IDAHO

Acme Fast Freight, Inc.
223 South 23rd Street

BOSTON, MASSACHUSETTS

Acme Fast Freight, Inc.
103-107 Federal Street

American Express Company
378 Boylston Street

ANDREWS AND COMPANY, INC., D. C.

131 State Street
Hubbard 7052 (see adv.)

Beacon Exporting Company

182 Beacon Street

Cook & Son, Inc. Thomas

421 Boylston Street

Davies, Turner & Co.

89 Broad Street

Fernandez & Company, P. C.

50-52 Broad Street

*Gallozzi & Company

193 Hanover Street

*Garvey Company, M. H.

141 Milk Street

Kutrubes & Co., Prokos P.

320 Tremont Street

*Lambert Co., Inc. H. P.

148 State Street

Powell Company, C. H.

88 Broad Street

Personal Air Freight Co.

Logan International Airfield

Proctor Company, W. N.

40 Broad Street

BOUND BROOK, NEW JERSEY

Acme Fast Freight, Inc.

Lehigh Valley Freight Station

South Main Street

BRIDGEPORT, CONNECTICUT

Acme Fast Freight, Inc.

Water Street Freight House

BROWNSVILLE, TEXAS

Acme Fast Freight, Inc.

706 Palo Alto Street

BUFFALO, NEW YORK

Acme Fast Freight, Inc.

120 South Park Avenue

American Express Company

20 N. Division Street

*Carey & Skinner, Inc.

455 Ellcott Square

CASPER, WYOMING

Acme Fast Freight, Inc.

136 West B. Street

CHATTANOOGA, TENNESSEE

Acme Fast Freight, Inc.

120 West 9th Street

CHICAGO, ILLINOIS

Acme Fast Freight, Inc.

608 South Dearborn Street

Airborne Flower Traffic, Inc.

Monarch Air Service Hangar

Alltransport, Inc.

111 West Monroe Street

American Express Company

180 N. Michigan Avenue

American Shipping Company, Inc.

33 South Clark Street

American Union Transport, Inc.

332 S. Michigan Avenue

ANDREWS & CO., OF ILL., D. C.

327 South LaSalle Street

Wabash 1080 (see adv.)

*Bernard & Co., Inc., J. E.

11 South LaSalle Street

Commercial Airways Agency

412 North Wells Street

Continental Shipping Company

175 W. Jackson Blvd.

Cook & Son, Inc., Thomas

16 N. Michigan Avenue

Davies, Turner & Co.

11-119 West Monroe Street

*Gallagher & Ascher Company

176 West Adams Street

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International Expeditors, Inc.
431 S. Dearborn Street
Judson Sheldon Division
1018 South Wabash Avenue
Pacific & Atlantic Shippers Assn., Inc.
356 North Halsted Street
Porto Rican Express Company
343 South Dearborn Street
Universal Transcontinental Corp.
327 South LaSalle Street

CINCINNATI, OHIO

Acme Fast Freight, Inc.
Third and Mill Streets
*Air Dispatch, Inc.
1015 Union Central Bldg.
American Express Company
3 East Fourth Street
Kersten Shipping Agency, Inc.
506 Walnut Street

CLEVELAND, OHIO

Acme Fast Freight, Inc.
1280 East 38th Street
Airborne Coordinators
Cleveland Municipal Airport
American Express Company
415 Euclid Avenue
*A. W. Fenton Co., Inc.
Society for Savings Bldg.
International Expeditors, Inc.
1602 Standard Bldg.

COLUMBUS, OHIO

Acme Fast Freight, Inc.
4 and East Nashten St.

CORAL GABLES, FLORIDA

Air Shippers, Inc.
Miami International Airport

DALLAS, TEXAS

Acme Fast Freight, Inc.
733 South Foydras
*Buhai Int. Associates
1217 Cotton Exchange Bldg.

DAYTON, OHIO

Acme Fast Freight, Inc.
428 Washington Street
Nelson, R. J., Inc.
1103 American Bldg.

DENVER, COLORADO

Acme Fast Freight, Inc.
225 Union Station
American Express Company
430 Seventeenth Street
International Expeditors, Inc.
1570 Thirteenth Street

DETROIT, MICHIGAN

Acme Fast Freight, Inc.
115 Twelfth Street

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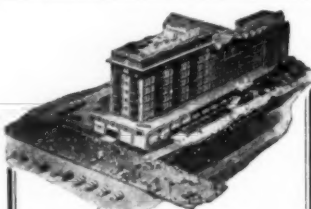
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(Continued on Page 22)

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Francisco, Calif.; John H. Connelly, pres.; Michael E. Cole, Southwest Airways, San Francisco Airport, South San cargo mgr.; 10 DC-3a; ADO—Calif., Ore.; CC-CD-P.

TRANS-TEXAS AIRWAYS, Municipal Airport, Houston, Tex.; R. E. McKaughan, pres.; S. B. Danilow, traffic & sales mgr.; 3 DC-3a; ADO—Texas; CD-P.

TRANS WORLD AIRLINE, 101 W. 11th St., Kansas City, Mo.; Ralph S. Damon, pres.; R. E. Whitmer, dir. of cargo sales; 72 DC-3a, 14 DC-4s, 35 Constellations, 5 Strato-liners; ADO—Mass., N. Y., N. J., Wash. D. C., Md., Del., Pa., W. Va., Ohio, Mich., Ind., Ill., Kan., Tex., N.M., Nev., Ky., Mo. Ariz., Calif.; AIO—Newfoundland, Azores, Elre, France, Switzerland, Portugal, Spain, Italy, Greece, Algeria, Tunisia, Iraq, Egypt, Israel, Saudi Arabia, India; CC-CD-CI-P.

TURNER AERONAUTICAL CORP., ROSCOE, Munic. Airport, Indianapolis; Col. Roscoe Turner, pres.; 2 Reliants, Bonanza, B18S, A7-11, B-23.

UNITED AIR LINES, 5959 S. Cicero Ave., Chicago, Ill.; W. A. Patterson, pres.; M. P. Bickley, mgr., cargo sales; 78 DC-3a, 30 DC-4a, 39 DC-5a, (7 Strato-cruisers); ADO—Mass., R. I., Conn., N. Y., N. J., Md., Pa., Ohio, Mich., Ind., Ill., Wis., Ia., Neb., Colo., Wyo., Utah, Ida., Wash., Ore., Calif., Nev., Wash. D. C., Hawaii; AIO—Canada; CC-CD-CI-P.

WEST COAST AIRLINES, Box 516, Georgetown Station, Seattle, Wash.; Nick Bez, pres.; W. H. England, gen. mgr.—traffic & sales; 5 DC-3a; ADO—Western Wash. Ore.; CD-P.

WESTERN AIR LINES, 6060 Avion Drive, Los Angeles, Calif.; Terrell C. Drinkwater, pres.; Arthur C. Smith, cargo traffic mgr.; 9 DC-3a, 6 DC-4a, 10 Convair Liners; ADO—Ariz., Calif., Colo., Ida., Minn., Mont., Neb., Nev., Ore., S. D., Utah, Wash., Wyo.; AIO—Canada; CC-CD-CI-P.

WIGGINS AIRWAYS, E. W. Norwood, Mass.; Joseph Carside, pres.

WISCONSIN CENTRAL AIRLINES, Munic. Airport, Madison, Wis.; Francis M. Higgins, pres.; 6 Electras; ADO—Wis., Ill., Minn.; CD-P.

YELLOW CAB CO. OF CLEVELAND, 2020 W. 3rd St., Cleveland; Jesse T. Smith, pres.

*To begin operations this year.
*Includes Inland Air Lines.

AIR CARGO AGENTS

(Continued from Page 20)

RIO DE JANEIRO, BRAZIL

American Express Co., S.B.I.
Avenida Rio Branco 120
Houlder Bros. & Co. (Brazil) Ltd.
Avenida Rio Branco 17

ROME, ITALY

American Express Company, S.A.I.
Piazza Di Spagna No. 38
Gallosi & Co.
via Antonia Salandra 6

ROSARIO, ARGENTINA

Houlder Bros. & Co. (Argentina) Ltd.
Calle Santa Fe 929

ROTTERDAM, HOLLAND

American Express Company, Inc., The
120 Meent, Box 23

SALZBURG, AUSTRIA

American Express Co., Inc.
1 Linder Gasse

ST. GEORGES, BERMUDA

Meyer & Co., Ltd., William E.

ST. JOHN, NOVA SCOTIA

Muirhead Forwarding Co.
49 Canterbury Street

SAN JOSE, COSTA RICA

Jack Salomons Avenida
4 Entre Calles 8-10

ST. JOHN'S, NEWFOUNDLAND

Harvey & Company, Ltd.

SANTOS, BRAZIL

Houlder Bros. & Co. (Brazil) Ltd.
Rua do Comercio 35

SHANGHAI, CHINA

American Express Company, Inc., The
158 Klucking Road

SINGAPORE, STR. SETTLE.

American Express Co.
Raffles Place

SOUTHAMPTON, ENGLAND

American Express Company, Inc.
Havelock Chambers, Queens Terrace

STOCKHOLM, SWEDEN

American Express Company, A/B. The
11 Smaandsgatan

Box 721

STRATFORD, ONT., CANADA

Muirhead Forwarding Co.
321 Front Street

STUTTGART, GERMANY

American Express Co.
Graf Zeppelin Bldg.

SYDNEY, NOVA SCOTIA

Muirhead Forwarding Co.
26 Morrison Street

TORONTO, ONT., CANADA

Acme Fast Freight, Inc.
90 Lisgan St.

Border Brokers, Ltd.

60 Front St. West

Canadian European Forwarders
64 Wellington St. West

Canadian Pacific Express Co.
King and Sumcoe Sts.

Cook & Son, Ltd., Thomas

75 King St. W.
Lep. Transport (Canada) Ltd.

67 Yonge St.
Marine Service, Ltd.

9 Richmond St., East
Meadows & Co. (Canada) Ltd., Thomas

200 Bay Street
Muirhead Forwarding Co.

Room 407, Terminal Bldg.
Queen's Quay

VANCOUVER, B. C., CANADA

Cook & Son, Ltd., Thomas

615 Hastings St. W.

Johnson, Ltd., C. Gardner

391 West Hastings Street

VANCOUVER, BRITISH COLUMBIA

Acme Fast Freight, Inc.

606 Homer St.

VICTORIAVILLE, QUEBEC, CANADA

Muirhead Forwarding Co.
St. Francis St.

VIENNA, AUSTRIA

American Express Co., Inc.

9 Alserstrasse VIII

WATERLOO, ONTARIO, CANADA

Muirhead Forwarding Co.

88 Erie Street

WINDSOR, ONT., CANADA

Whitlock, H. H.
Douglas Bldg.

WINNIPEG, MANITOBA, N. S.

Muirhead Forwarding Co.

678 Main Street

ZURICH, SWITZERLAND

American Express Co.
Shipsteplatz 3

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TABLE OF AIRLINE DISTANCES BETWEEN PRINCIPAL CITIES OF THE UNITED STATES
(Distances in Statute Miles)

FROM	TO	Atlanta	Baltimore	Boston	Brownsville	Buffalo	Chicago	Cincinnati	Cleveland	Denver	Detroit	El Paso	Jacksonville	Kansas City, Mo.	Los Angeles	Memphis	Miami	Minneapolis	New Orleans	New York	Oklahoma City	Philadelphia	Pittsburgh	Portland, Ore.	Richmond	St. Louis	Salt Lake City	San Francisco	Seattle	Washington, D.C.	
Atlanta	575	933	960	695	583	368	550	1208	595	1293	286	675	1935	375	610	905	427	747	753	663	520	2172	470	467	1580	2133	2180	542	
Baltimore	575	.....	338	1513	273	603	423	305	1505	398	1750	682	962	2310	792	958	948	1001	170	1173	90	194	2367	135	731	1858	2431	2341	33	
Boston	933	338	.....	1881	398	849	737	550	1766	613	2067	1015	1250	2590	1133	1250	1359	188	1490	268	478	2553	471	1036	2069	2696	2308	392		
Brownsville	960	1513	1881	.....	1575	1234	1182	1402	1085	1398	682	1025	995	1370	775	1100	1348	536	1695	659	1014	1424	1952	1403	975	1317	1675	2015	1493	
Buffalo	695	273	398	1575	.....	454	392	175	1368	218	1690	880	862	2195	802	1184	733	1087	291	1117	278	178	2167	375	662	1701	2298	2130	290	
Chicago	583	603	849	1234	454	.....	249	307	918	236	1249	861	413	1741	481	1190	356	831	711	689	664	411	1765	618	1259	1260	1855	1743	594	
Cincinnati	368	423	737	1182	392	249	.....	218	1090	234	1333	628	541	1892	410	957	603	708	568	755	501	238	1987	385	308	1450	2037	1974	403	
Cleveland	550	305	550	1402	175	307	218	.....	1223	94	1521	708	700	2044	627	1088	632	922	404	946	343	115	2063	353	490	1567	2163	2035	303	
Denver	1208	1505	1766	1065	1368	918	1090	1223	.....	1153	554	1468	555	828	878	1732	699	1079	1628	503	1575	1320	985	1465	793	372	946	1020	1490	
Detroit	595	398	613	1398	218	236	234	94	1153	.....	1475	832	643	1976	621	1156	542	938	483	905	444	208	1975	445	452	1490	2087	1945	397	
El Paso	1293	1750	2067	682	1690	1249	1333	1321	554	1475	.....	1481	836	702	978	1662	1156	986	1902	578	1834	1592	1286	1695	1033	689	993	1373	1726	
Jacksonville	286	682	1015	1025	880	861	628	768	1468	832	1481	.....	952	2153	591	328	1192	511	838	988	758	703	2442	550	755	1840	2375	2450	647	
Kansas City, Mo.	675	962	1250	935	862	413	541	700	555	643	836	952	.....	1352	555	1247	413	678	1097	293	1037	784	1397	935	238	922	1500	1505	943	
Los Angeles	1935	2313	2590	1370	2195	1741	1892	2044	828	1976	702	2153	1352	.....	1602	2355	1522	1675	2460	1182	2388	2135	825	2283	1585	577	345	956	2295	
Memphis	375	792	1133	775	802	481	410	627	878	621	978	591	370	1602	.....	878	700	358	953	422	878	660	1852	715	242	1250	1800	1867	763	
Miami	610	938	1258	1100	1184	1190	957	1088	1732	1156	1662	328	1247	2355	878	.....	1516	681	1095	1233	1023	1014	2716	831	1067	2089	2603	2740	927	
Minneapolis	905	948	1125	.....	733	356	603	632	699	542	1156	1192	413	1522	700	1516	.....	1050	1019	692	985	745	1435	1185	464	988	1585	1403	936	
New Orleans	427	1001	1359	536	1087	831	708	922	1079	938	986	511	678	1675	358	681	1050	.....	1173	575	1090	923	2063	899	599	1433	1923	2098	968	
New York	747	170	188	1695	291	711	568	404	1628	485	1902	838	1097	2446	953	1095	1019	1173	.....	1124	83	313	2455	287	873	1972	2568	2419	204	
Oklahoma	753	1173	1490	659	1517	689	755	946	905	965	578	988	263	1182	422	1233	692	575	1324	.....	1256	1013	1488	1122	456	862	1386	1523	1150	
Philadelphia	663	90	268	1614	278	664	501	343	1575	404	1834	758	1037	2388	878	1023	985	1090	83	1256	.....	254	2419	205	808	1923	2518	2388	122	
Pittsburgh	520	194	478	1424	178	411	558	115	1320	200	1592	703	754	2135	660	1014	745	313	1013	254	.....	2174	242	561	1670	2264	2451	188		
Portland, Ore.	2172	2367	2533	1932	2167	1765	1987	2063	985	1975	1286	2442	1397	825	1852	2716	1435	2063	2455	1488	2419	2174	.....	2392	1723	636	536	143	2360	
Richmond	470	135	417	1403	375	618	385	353	1485	445	1695	550	935	2283	715	831	1185	899	287	1122	205	242	2393	.....	699	1850	2436	2362	96	
St. Louis	467	731	1036	975	662	259	308	490	793	452	1033	755	238	1585	242	1067	968	1433	599	873	456	808	501	1723	699	1158	1738	1722	710
Salt Lake City	1580	1858	2099	1317	1701	1260	1450	1567	372	1490	639	1840	922	577	1250	2098	968	1433	1972	862	1923	1670	636	1850	1158	.....	592	697	1845	
San Francisco	2133	2451	2696	1675	2298	1855	2037	2163	946	2067	993	2375	1500	345	1800	2903	1585	1923	2568	1356	2318	2264	536	2436	1738	592	.....	680	2437	
Seattle	2180	2341	2598	2015	2130	1743	1974	2035	1020	1945	1373	2450	1505	956	1867	2740	1403	2098	2419	1323	2388	2145	143	2362	1722	697	680	.....	2335	
Washington, D.C.	542	33	392	1493	290	394	403	303	1490	397	1726	647	943	2295	763	927	936	968	204	1150	122	158	2590	96	710	1845	2437	2335	.....

TABLE OF AIRLINE DISTANCES BETWEEN PRINCIPAL CITIES OF THE WORLD
(Distances in Statute Miles)

FROM	TO	Astoria	Bahia	Berlin	Bombay	Buenos Aires	Cairo	Cape Town	Chicago	Guam	Honolulu	Juneau	London	Melbourne	Mexico City	New Orleans	New York	Panama	Paris	Rio de Janeiro	San Francisco	Santiago	Seattle	Singapore	Tokyo
Astoria	3,906	2,148	5,930	5,345	8,325	5,670	3,305	8,985	7,421	4,715	1,542	12,190	4,584	3,718	2,604	3,918	1,617	4,312	5,114	5,718	4,720	8,338	7,370	
Bahia	3,906	2,040	2,022	8,215	785	4,923	6,490	6,360	8,445	6,180	2,568	8,150	8,155	7,212	6,066	7,807	2,385	7,012	7,521	8,576	6,848	4,448	5,242	
Berlin	2,148	2,040	.....	3,947	7,411	1,823	5,949	4,458	7,158	7,354	4,638	575	9,992	6,119	5,182	4,026	5,902	540	6,246	5,744	7,842	5,121	6,226	
Bombay	5,345	3,947	.....	9,380	2,698	5,133	8,144	4,831	8,172	6,992	4,536	6,140	9,818	8,362	7,875	9,832	4,391	8,438	8,528	10,127	7,830	2,425	4,247	
Buenos Aires	8,325	7,411	9,340	.....	7,428	4,332	5,598	10,516	7,653	7,964	6,919	7,336	4,609	4,902	5,296	3,319	6,891	1,230	6,487	731	6,966	9,940	11,601	
Cairo	3,325	785	1,823	2,698	7,428	.....	4,476	6,231	7,175	8,925	6,352	2,218	8,720	7,807	6,942	5,701	7,230	2,020	6,242	7,654	8,100	6,915	6,162	
Cape Town	5,670	4,923	5,949	5,133	4,332	4,476	.....	8,551	8,918	11,655	10,382	5,976	6,510	8,620	8,390	7,845	7,900	5,722	8,560	10,340	5,090	10,305	9,234	
Chicago	3,305	6,490	4,458	8,144	5,598	6,231	8,551	.....	7,510	4,315	2,310	4,015	9,837	1,690	827	727	2,320	4,219	5,320	1,875	5,325	1,753	6,410	
Guam	8,985	6,890	7,158	4,831	10,516	7,175	8,918	7,510	.....	3,896	5,225	7,605	3,497	7,690	7,895	8,115	9,220	7,675	11,710	5,952	9,946	5,785	2,990	
Honolulu	7,421	8,445	8,172	7,653	8,925	11,655	4,315	3,896	.....	2,825	7,320	6,581	8,846	4,305	6,001	5,347	7,525	8,400	2,407	6,935	2,707	6,874	3,940	
Juneau	4,715	6,180	4,638	6,992	7,964	6,352	10,382	2,310	5,225	2,825	.....	4,496	8,162	3,210	2,860	2,874	4,466	4,700	7,611	1,530	7,320	870	7,375	
London	1,542	2,568	575	4,536	6,919	2,218	5,975	4,015	7,605	7,320	4,496	.....	10,590	5,605	4,656	3,500	5,310	210	5,747	5,440	7,275	4,850	6,918	
Melbourne	12,190	8,150	9,992	6,140	7,336	8,720	6,510	9,837	3,497	5,581	8,162	10,590	.....	8,699	9,455	10,541	9,211	10,500	8,340	7,970	7,130	8,330	3,768	
Mexico City	4,584	3,718	4,609	7,807	8,620	7,807	8,620	1,690	7,690	3,846	3,210	5,605	8,699	.....	940	2,110	1,532	5,800	4,510	1,870	4,122	2,339	10,495	
New Orleans	3,718	2,604	5,296	4,902	5,296	6,942	4,902	8,390	827	7,895	4,810	4,798	4,810	4,798	4,810	4,798	4,810	4,798	4,810	4,798	4,810	4,798	4,810	
New York	3,918	2,885	7,807	7,807	7,807	7,807	7,807	7,807	7,807	7,807	7,807	7,807	7,807	7,807	7,807	7,807	7,807	7,807	7,807	7,807	7,807	7,807	7,807	
Panama	3,918	2,885	7,807	7,807	7,807	7,807	7,807	7,807	7,807	7,807	7,807	7,807	7,807	7,807	7,807	7,807	7,807	7,807	7,807	7,807	7,807	7,807	7,807	
Paris	1,617	4,312	5,114	5,718	4,720	8,338	7,370	.....	6,855	1,852	6,945	9,875	11,600	.....	5,960	692	8,440	5,250	.....	6,466	10,270	10,859		
Rio de Janeiro	4,312	5,114	5,718	4,720	8,338	7,370	.....	6,855	1,852	6,945	9,875	11,600	.....	5,960	692	8,440	5,250	.....	6,466	10,270	10,859	.....	8,290	
San Francisco	5,114	5,718	4,720	8,338	7,370	.....	6,855	1,852	6,945	9,875	11,600	.....	5,960	692	8,440	5,250	.....	6,466	10,270	10,859	.....	8,290	3,950	
Santiago	5,718	8,876	7,842	10,127	731	8,100	5,090	5,325	9,946	6,358	7,920	7,275	7,180	4,122	4,553	5,134	3,000	7,500	1,552	5,960	.....	6,466	10,270	
Seattle	4,720	6,848	5,121	7,830	6,966	6,915	10,895	1,763	5,785	2,707	870	4,850	8,390	2,339	2,187	2,440	3,600	5,090	6,945	692	6,466	.....	8,290	
Singapore	8,338	4,448	6,226	2,425	9,940	5,162	6,025	9,475	2,990	6,874	7,375	6,818	3,768	10,495	10,255	9,875	11,800	6,730	8,440	10,270	8,200	.....	3,950	
Tokyo	7,370	5,242	6,623	4,247	11,601	6,905	9,234	6,410	1,596	3,540	4,117	6,050	5,172	7,190	6,993	6,847	8,560	6,132	11,600	5,250	10,859	4,683	3,850	

FOREIGN AIRLINES OF THE WORLD

KEY TO SYMBOLS: AO—Area of Operations; C—Cargo; P—Passengers; X—No Information. Aircraft shown in parentheses indicate they are on order or in the process of modification.

AB AEROTRANSPORT, Nya Ulvsundavägen 193, Bromma, Stockholm 12, Sweden; Carl Florman, pres.; 15 DC-3s, 8 DC-4s, 3 C-47s (2 Stratocruisers, 10 SAAB Scandia); **AO—Europe, Near East, North and South America; C-P.**
ADEN AIRWAYS, Aden; R. deGraaf Hunter, mgr.; 7 DC-3s; **AO—Middle East; C-P.**
AERO CARGO, Lyons, France; ? DC-3s, 7 Haltons.
AERO GERALD LTD., Rua D. Manuel 20, Rio de Janeiro, Brazil; **AO—Brazil.**
AERO HELLAS, Athens, Greece; ? DC-3s; **AO—Greece; C-P.**
AER LINGUS TEORANTA, 43 Up, O'Connell St., Dublin 8, Ireland; John Leydon, Chm.; 13 DC-3s; **AO—Europe; C-P.**
AERO O/Y, Box 278, Helsinki, Finland; Gen. L. Grandell, mng. dir.; 8 DC-3s, 2 JU-52s; **AO—Finland, Sweden, Denmark, Holland; P.**
AERO PORTUGUESA LDA, 33 Rua do Alecrim, Lisbon, Portugal; **AO—Portugal-Morocco; C-P.**
AERO SERVICES, 134 St. Paul St., Catherine's, Ont., Canada; **AO—S. Ontario.**
AERO TRANSPORTE ECATORIANI, C. A., Guayaquil, Ecuador; **AO—Ecuador; C-P.**
AERO TRANSPORTES, S. A., Dolores No. 3-905, Mexico City, Mexico; R. H. Morgan, gen. mgr.; 3 DC-3s; **AO—Mexico; C-P.**
AERO TRANSPORTES DE SONORA, S. A., Edificio Ferreira, Lopez, 1, Hermosillo, Sonora, Mex.; **AO—Mexico; C-P.**
AEROFOTOS LIMITADA, Barranquilla, Colombia; 3 Lodestars; **AO—Colombia.**
AEROLINEE ITALIANE INTERNAZIONALI—See **Alitalia**.
AEROMAS, Elisabethville, Belgian Congo; Manonet, mgr.; 10 DC-3s; **AO—Belgium; C-P.**
AERONAVES DE MEXICO, S. A., Avenida Juarez 97, Mexico City, Mex.; A. D. Lombardo, pres.; 3 DC-2s, 2 Boeing 247, 7 Ansons (5 DC-3s); **AO—Mex.; C-P.**
AEROPOSTA ARGENTINA, S. A., Ave. de Mayo 560, Buenos Aires, Arg.; **AO—Arg.; C-P.**
AEROVIA S. A. DE MINAS GERAIS, Rua Tamolara, 36, Belo Horizonte, Minas Gerais, Brazil; Israel Pinheiro, pres.; Fiat CR-2; 2 Lodestars; **AO—Brazil; C-P.**
AEROVIAS BRANIFF, S. A., Apartado Postal 1441, Mex. City, Mex.; T. E. Braniff, pres.; 2 DC-3s, C-47; **AO—Mex., Cen. America; C-P.**
AEROVIAS CONTRERAS, 105 Mex. Ave., Box 212, Tijuana, B.C. Mex.; Manuel Contreras, gen. mgr.; DC-3 C-46, 3 Avro Anson IVs; **AO—Lower Calif., Mex.; C-P.**
AEROVIAS LATINO AMERICANAS, S. A., Avenida Espana 9, San Salvador; G. L. Riley, Mgr.; 3 DC-3s; **AO—Ela.—Gen. Am.; C-P.**
AEROVIAS LATINO AMERICANAS, S. A., Jalapa, Vera Cruz, Mex.; **AO—Mex.**
AEROVIAS NACIONALES DE COL., Calle 12 No. 9-23, Bogota, Colombia; J. Torres R. Hoyos, pres.; 4 DC-4s, 2 C-54s, 19 DC-3s, 6 C-47s, 3 Amphib. Catalinas; **AO—Col., Panama, Ecuador, Venezuela, Miami; C-P.**
AEROVIAS NACIONALES DEL SUR, Lima, Peru; ? Commanders; **AO—Peru; C-P.**
AEROVIAS OCCIDENTALES, S. A., San Jose, Costa Rica; **AO—Costa Rica; C-P.**
AEROVIAS "Q", S. A.; Cienfuegos 72, Havana, Cuba; **AO—Cuba, Haiti, U. S.**
AEROVIAS REFORMA, S. A., Mexico City, Mex.; **AO—Mexico.**
AEROVIAS VENEZOLANAS, S. A., Apartado 943, Caracas, Venez.; H. L. Boulton, pres.; 14 DC-3s (5 DC-4s); **AO—Venez.; C-P.**
AIR ALGERIE, Algiers; 14 DC-3s; **C-P.**
AIR ATLAS, Ave. Moinier 62, Casablanca, Morocco; **AO—Morocco, Algeria, Tangiers, France.**
AIR CEYLON, Colombo, Ceylon; 4 Dakotas; **AO—India, Ceylon.**
AIR CONGO, Albertville, Belg. Congo; **AO—Elisabethville to Angola.**
AIR FRANCE, 2 rue Marbeuf, Paris, 8e, France; M. Hymans, pres.; 13 Constellations, 13 DC-4s, 4 C-54s, 41 DC-3s, 28 SE-161s, 3 Catalinas, 3 Dominies (SO-30Rs, SE-2-010, SO-5-000); **AO—world-wide; C-P.**
AIR INDIA INTERNATIONAL LTD., New India Assurance Bldg., Bombay, India; **AO—India-U. K.; C-P.**
AIR-INDIA LTD., Bombay House, Bruce St., Bombay, India; J. R. D. Tata, chm.; 18 DC-3s, 2 Vikings; **AO—India, Ceylon; C-P.**
AIR MALTA LTD., 60 South St., Valetta, Malta; **AO—Mediterranean; C-P.**
AIR MAROC, Fr. Morocco; **C-P.**
AIR SERVICES OF INDIA, Scindia House, Dougall Rd., Ballara Estate, Bombay, India; Wing Cmdr. W. H. Burbury, mgr.; 11 DC-3s, 3 Rapides, 2 L-5 Sentinels (2 Tiger Moths); **AO—India; C-P.**
AIR TRANSPORT LTD., 5 Colombaria, St. Heller, Jersey, Channel Islands; W. Gratix, mng. dir.; 4 DC-3s, 5 DH-89s (4 Percival Princes); **AO—world-wide, except transoceanic; C-P.**
AIR TRAVEL (N.Z.) LTD., Southside Airport, Horitika, New Zealand; **AO—New Zealand; C-P.**
AIRCRAFTS PROPRIETARY LTD., Archerfield Airport, Brisbane, Australia; **AO—Australia; C-P.**
AIRLINES (W.A.) LTD., 53 St. George's Terrace, Perth, Australia; C. W. Snook, mng. dir.; 4 Ansons, 3 Rapides, Monopar, Tiger Moth (Dove); **AO—Australia; C-P.**
AIRONE P., Crispi, S. Milano, Italy; **AO—Italy.**

AIRWAYS (INDIA), LTD., P37, Mission Row Extension, Calcutta, India; K. K. Roy, mng. dir.; 5 DC-3s, 2 Doves, 2 Cessnas, 1 Piper; **AO—India; C-P.**
AIRWORK (EAST AFRICA) LTD., Nairobi, Kenya, Africa; Lt. Col. B. A. Wilson, mng. dir.; ? Bristol Freighters, Dominie, Auster, Gemini, Foxmoth, Stinson Reliant, North Minor; **AO—Africa; C-P.**
ALA DE GUATEMALA, Guatemala, Guatemala; Minor Kellbauer, mgr.; **AO—Latin America.**
ALITALIA—Via Leonida Bissolati 20, Rome, Italy; **AO—Western Europe, Africa, So. Amer.; C-P.**
AMERICA AIRLINES LTD., Prospect Chamber, 315/321 Hornby Rd., Fort, Bombay, India; Bahadur Singh, gen. mgr.; 5 DS-3s, 4 UC-64s, 5 L-5s, 4 C-45Bs, 11Bs **AO—India; C-P.**
ANDES (See Aerovias Nacionales del Sur).
ANSETT AIRWAYS PTY. LTD., Commonwealth Airport, Essendon, Victoria, Australia; Richard H. Herborn, gen. mgr.; 4 DC-3s, 1 Lockheed 10; **AO—Aus., Tasmania, Victoria, N. S. Wales, Queensland; C-P.**
ARAB AIRWAYS ASSN., Box 279, Amman, Transjordan; **AO—Transj., Egypt, Lebanon; C-P.**
ASOCIACION INTERAMERICANA DE AVIACION, Av. Jimenez 11-40, Bogota, Colombia; **AO—Colombia; C-P.**
ATLANTIS AIR LTD., Northolt, England; ? DC-4s, ? Yorks (DC-4s); **AO—England, Lisbon, Canary Islands.**
ATLAS AVIATION LTD., Box 1033, Ottawa, Canada; **AO—E. Ontario.**
AUSTIN AIRWAYS LTD., 25 Melinda St., Toronto, Canada; **AO—Ontario.**
AUSTRALIAN NATIONAL AIRWAYS PTY. LTD., 390 Flinders Street, Melbourne, C.I. Aus., Ivan N. Holyman, mng. dir.; 5 DC-4s, 28 DC-3s, 2 DH-89s (2 DC-4s); **AO—Aus., China, Far East, Middle East, Europe; C-P.**
AVENSA (See Aerovias Venezolanas, S. A.)
AVIACION DEL LITORAL FLUVIAL ARGENTINO, S. M., Buenos Aires, Arg.; **AO—Arg., Para., Urug.**
AVIANCA (See Aerovias Nacionales de Colombia).
AVIO LINEE ITALIANE, Linate Airport, Milano, Italy; **AO—Italy; C-P.**
AVIRON PALESTINE AVIATION CO. LTD., 70 Acad-Haam, Tel Aviv, Pal.; **AO—Israel.**
BAHAMAS AIRWAYS LIMITED, Matthew Avenue, Nassau, Bahamas; H. G. Christie, pres.; 2 Grumman's, Seabee, Commodore, Cat. PBYSAs; **AO—Bahamas, Caribbean; C-P.**
BARRIE AIRCRAFT & SUPPLIES, 17 Owen St., Barrie, Ont., Canada; **AO—S. Ontario.**
BARRIER REEF AIRWAYS, Hamilton Flying Boat Base, Brisbane, Australia; **AO—Australia; C-P.**
BERNARDO, SAMUEL RAYMOND, 284 Colborne St., Brantford, Ont., Canada; **AO—Ontario.**
BHARA AIRWAYS LTD., Hindustan Bldg., 4 Chittarabhai Ave., Calcutta, India; H. Rettig, mgr.; 10 DC-3s, DC-4, Bristol 170, Auro XIX, Sentinel (2 DC-4s); **AO—India, Pakistan; C-P.**
BLUE WATER AIRWAYS, Owen Sound, Ont., Canada; **AO—Ontario.**
BNA (See British Nederland Airservices, Ltd.)
BOAC (See British Overseas Airways Corporation).
BOLIVIAN AIR FORCE, La Paz, Bolivia; **C-P.** (military planes performing public transport service).
BRAATENS SOUTH-AMERICAN & FAR EAST AIRTRANS-PORT A-S, H. Heyerdahlsgt 1, Oslo, Norway; L. G. Braathen, mng. dir.; DC-3, 4 C-54s; **AO—world-wide; C-P.**
BRITISH AMERICAN AIR SERVICES, London, England; Rapides; **C-P.**
BRITISH CARIBBEAN AIRWAYS LTD., 104 King St., Kingston, Jamaica; **AO—Jamaica, Bahamas, Miami; C-P.**
BRITISH COMMONWEALTH PACIFIC AIRLINES, 53 Martin Place, Sydney, Australia; 4DC-4s, DC-6; **AO—Australia, N. Z., Fiji, Canton, Hawaii, U. S., Canada; C-P.**
BRITISH EUROPEAN AIRWAYS CORPORATION, Northolt Airport, Ruislip, Middlesex, Engr.; G. d'Erlanger, chm.; 33 Vikings, 26 Dakotas, 19 DH-89s, DH-84, 5 Helicopters, (Ambassadors, Marathons); **AO—U. K., Europe; C-P.**
BRITISH GUIANA AIRWAYS LIMITED, 22 Main & Hope Streets, Georgetown, B. G. A.; J. Williams, mng. dir.; 2 DC-3s, 3 Grumman's, Seaplane; **AO—B., D. & F. Guiana, N. Brazil, West Indies; C-P.**
BRITISH NEDERLAND AIRSERVICES LTD., 37/38 Fenchurch St., London, E. C. 3, Eng.; Aerovias, 3 Dakotas; **AO—world-wide, except transatlantic & transpacific; C-P.**
BRITISH OVERSEAS AIRWAYS CORPORATION, Airways Term., Buckingham Palace Rd., London, S.W.1, Eng.; Sir H. Hartley, chm.; 20 Dakotas, 14 Lancasters, 27 Yorks, 6 Liberators, 6 Constellations, 17 Hythe F.B.s., 11 Plymouth F.B.s., 9 Solents; **AO—world-wide; C-P.**
BRITISH SOUTH AMERICAN AIRWAYS CORPORATION, 11 King Street, St. James', London, S. W. 1, Eng.; J. W. Booth, chm.; 6 Lancasters, 6 Lancasters, 12 Yorks, 7 Tudors (17 Tudors); **AO—London, Carib., Miami, S. A.; C-P.**
BRITISH WEST INDIAN AIRWAYS LIMITED, 12 Abercromby St., Port-of-Spain, Trin. B. W. I.; A. D. S. Murray, 2 Vikings, 3 Lodestars (3 Lodestars, 3 Sealand); **AO—Carib.; C-P.**

BULGARSKE VAZDUSNE SORSTENIE, Sofia, Bulgaria; **AO—Bulgaria**, **Yugo—Czech**, C-P.

BURMA NATIONAL AIRWAYS LIMITED, Rangoon, Burma; **D. S. Wallen**, mgr.; **Aerovan**; **AO—Burma**; C-P.

BUTLER AIR TRANSPORT PTY. LTD., Kingsford Smith Airport, Mascot, N. S. W., Sydney, Aus.; **C. A. Butler**, mng. dir.; 4 IC-2s, DH-84, 6 Ansons; **AO—New South Wales**, **S. W. Queensland**; C-P.

CANADIAN PACIFIC AIR LINES, Windsor Station, Montreal, Que., Can.; **W. G. McConachie**, pres.; 13 DC-3s, 3 Ansons, 9 Lodestars, 21 Norsemen, 2 Fairchild, 3 Rapides; **AO—Canada**; C-P.

CANARY ISLANDS AIRWAYS, London, Eng.; **AO—Eng.**, **Canary Is.**; C-P.

CARIBBEAN INTERNATIONAL AIRWAYS, LTD., Kingston, Jamaica; **AO—Jamaica-Cay. Is.**

CATHAY PACIFIC AIRWAYS, LTD., 1 Connaught Rd., Hong Kong, British Crown Colony; **S. H. deKantow**, gen. mgr.; 5 DC-3s; **AO—Hong Kong, Manila, Bangkok, Singapore, Rangoon**; C-P.

CENTRAL AFRICAN AIRWAYS CORP., Box 1979, Salisbury, So. Rhodesia; **D. D. Longmore**, gen. mgr.; 5 Vikings, 2 Eristol 170s, 11 Rapides; **AO—Cen. & S. E. Africa, U. Nj**; C-P.

CENTRAL AIR TRANSPORT CORP., 2 Ta-Ming Rd., Shanghai, China; **C. L. Chen**, pres.; 21 C-46s, 15 C-47s, 5 DC-3s (6 Convairs); **AO—China**; C-P.

CENTRAL AIRWAYS, LTD., 400 Nanton Bldg., Winnipeg, Canada; **M. E. Ashton**, gen. mgr.; 2 Aircruisers, 7 Norsemen, 2 Fairchild 82s, 2 Rapides, Waco, 2 Ansons; **AO—Manitoba & N. W. Ont.**; C-P.

ČESKOSLOVENSKÉ AEROLINIE, s. Opletalova, Prague II Airport, Prague-Ruzyně, Prague, Czechoslovakia; **Alotis Kubita**, dir. gen. 30 DC-3s, 3 JU-52s, 10 SI-204s; **AO—Czech, Neth., Turkey, Greece, Yugo, Germany, Belgium, Rumania, Hungary, Egypt, Denmark, England, Israel, Norway, France, Italy, Bulgaria, Sweden, Poland, Switz.**; C-P.

CEYLON AIRWAYS, Lotus Rd., Fort, Colombo, Ceylon; **AO—Ceylon, India**; C-P.

CHINA NATIONAL AVIATION CORP., Chungking, China; **AO—China, India**; C-P.

CIVIL AIR FLEET ADMINISTRATION, Moscow, U.S.S.R.; **AO—U.S.S.R.**; C-P.

CLAIRWAYS, LTD., Box 664, Nairobi, Kenya; **AO—E. Afr.**; C-P.

COBETA, 6 Rue du Midi, Brussels; **AO—Belgium, France, U. K.**

COMMERCIAL AIR SERVICES (PTY.) LTD., Service House, Anderson St., Johannesburg, U. of So. Afr.; **AO—So. Afr.**; C-P.

COMPAGNIE TRANSPORT AERIE (See Airone).

COMPAGNIE BELGE DE TRANSPORTS AERIENS—See Cobeta.

COMPAGNIE GENERALE DE TRANSPORTS, Beirut, Lebanon; **Basille Meguerdiche**, dir. gen.; DC-3, JU-52 (3 DC-3s, 2 JU-52s); **AO—Near East, Africa, Europe**; C-P.

COMPAGNIE NATIONALE AIR-FRANCE—See Air France.

COMPANHIA DE TRANSPORTES AEREOS, Ave. da Liberdade, 78-A, Lisbon, Portugal; **C. E. Bleck**, mng. dir.; 2 DC-3s, 3 Rapides; **AO—Portugal**; C-P.

COMPANHIA MERIDIONAL DE TRANSPORTES, S. A., Rio de Janeiro, Brazil; **AO—Brazil**; C-P.

COMPANIA AERONAUTICA URUGUAYANA, S. A., Calle 25 de Mayo 418 Montevideo, Urag.; **AO—Urag-Arg.**; C-P.

COMPANIA AUXILIAR DE NAVIGACION AEREA, S. A., Madrid, Spain; 4 Aerovans, 4 Geminis, 2 Argus 410s; **AO—Spain**.

COMPANIA CUBANA DE AVIACION, Prado 252, Havana, Cuba; **AO—Cuba**; C-P.

COMPANIA DE AVIACION FAUCETT, Hotel Bolivar, Lima, Peru; **AO—Peru**; C-P.

COMPANIA DE TRANSPORTE AEREOS CENTRO-AM. DE COSTA RICA (Part of TACA Airways System) San Jose, Costa Rica; **AO—Costa Rica**; C-P.

COMPANIA DOMINICANA DE AVIACION, C. POR A. Ciudad Trujillo, Dom. Rep.; **Harry Rammer**, gen. mgr.; 2 DC-3s, C-46, Cessna (C-46); **AO—Dom. Rep., Turks Is., B.W.I.**; San Juan, P. R.; C-P.

COMPANIA GUATEMALTECA DE AVIACION, 12 Calle Pontiente No. 6, Guatemala City, Guat.; **Gonzalo Yurrita**, mgr.; 5 C-47s, 2 DC-3s, Norseman; **AO—Guatemala**; C-P.

COMPANIA MERCANTIL DE LINEAS AEREAS ESPAÑOLAS, S. A., Plaza de Canovas 4, Palace Hotel Bldg., Madrid, Spain; **J. R. Paz**, pres.; 3 DC-4s, 13 DC-3s, 3 JU-52s, 3 Dragons, Consul; **AO—Spain, N. & W. Africa, Canary Is., Port., Brazil, Urag, Arg., Haifa Bay, Switz., Italy**; C-P.

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COMPANIA NACIONAL TACA DE NICARAGUA (Part of TACA Airways System), Managua, Nicaragua; **AO—Nicaragua**; C-P.

COMPANIA PANAMENA DE AVIACION, David, Panama; 2 DC-3s (DC-3); **AO—Panama**.

COMPANIA TRANSANDINA DE AVIACION, S. A., Bogota, Colombia; **Carlos Pers**, mgr.; DC-3, 6 Lodestars; **AO—Col.**; C-P.

COMUNICACIONES AEREAS DE VERACRUZ, S. A., Calle Lerdo 21, Jalapa, Vera Cruz, Mex.; **AO—Mex.**; C-P.

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COOK STRAIT AIRWAYS, LTD., Haven Rd. & Waima St., Nelson, New Zealand; **AO—New Zealand**; C-P.

CORPORACION SUDAMERICANA DE SERVICIOS AEREOS, S. A., 25 De Mayo 299, Buenos Aires, Arg.; **AO—Arg-Para, Urag**; C-P.

CORPS D'AVIACION DE LA GARDE D'HAITI—See Garde d'Haiti.

DALE, EARLE ROBERT, 1175 Queen St. E., Sault Ste. Marie, Ont., Canada; **AO—Ontario**.

DALMIAN JAIN AIRWAYS, LTD., 40 Dalhousie Sq., E. Calcutta, India.

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DECCAN AIRWAYS, Begumpet Airport, Begumpet, India; **P. M. Reddy**, gen. mgr.; 10 DC-3s, Leopard Moth (DC-4); **AO—India**; C-P.

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DET NORSKE LUFFTARTSELSKAB A-S (Part of Scandinavian Airlines System), Fr. Nansens Plass 8, Oslo, Norway; **H. Rilsen-Larsen**, pres.; 2 DC-6s, 2 DC-4s, 13 DC-3s, 2 Mark VI seaplanes, 4 JU-52 seaplanes; **AO—Europe, Middle East, Africa, N. & S. Am.**; C-P.

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DIVISAO DE EXPLORACAO DOS TRANSPORTES AEREOS DE ANGOLA, Caixa Postal 79, Luanda, Angola; 3 DC-3s, 2 Reliants, Beechcraft, Leopard Moth, 2 PT-26As, 7 Rapides; **AO—Angola, Belg., Fr. Congo**; C-P.

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EAGLE AIRLINES, Teheran, Iran; **AO—Iran**; C-P.

EAST AFRICAN AIRWAYS CORP., Delamere Ave., Nairobi, Kenya; **Cpt. M. Sorabie**, gen. mgr.; (6 Doves); **AO—East Africa**; C-P.

EAST-WEST AIRLINES, Tamworth, N. S. W., Australia; **AO—Australia**; C-P.

EMPRESA DE TRANSPORTES AEROVIAIS BRASIL, S. A., Ave. Aparicio Borges 123, Rio de Jan., Brazil; C-P.

ETHIOPIAN AIR LINES, INC., Addis Ababa, Ethiopia; **W. G. Gollin**, gen. mgr.; 9 DC-3s (2 Doves); **AO—Ethiopia, Fr. Somaliland, Eritrea, Kenya, Sudan**; C-P.

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GUERNSEY AIRWAYS (See British European Airways).

GUILLERMO L. TABOADA, Merida, Mex.; **AO—Mex.**; C-P.

GUINEA AIRWAYS, Airways House, 132 N. Terrace, Adelaide, Australia; **G. H. Archibald**, pres.; 3 DC-3s, Lockheed 14; **AO—S. Aus.**; C-P.

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INDIAN NATIONAL AIRWAYS, LTD., Scindia House, Connaught, Circus, New Delhi, India; **J. M. Gupta**, mng. dir.; 4 Wayfarers, 2 Beechcraft, 8 DC-3s, 5 Vikings; **AO—India**; C-P.

INDIAN OVERSEAS AIRLINES, LTD., Mayfair, Churchgate St., Bombay, India; **AO—India**; C-P.

INDIAN OVERSEAS AIRLINES, LTD., Mayfair, Churchgate St., Port India; **J. M. Akhaney**, chm.; 15 DC-3s, 14 UC-64s, 4 Proctor Vs, 3 Sentinel L-5s, Beechcraft (2 DC-Ys). **AO—Sched., India**; non-sched., worldwide; C-P.

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INLAND AIR SERVICE PTY. LTD., 16 Ann St., Brisbane, Australia; **AO—Australia**; C-P.

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IRANIAN AIRWAYS CO., Ave. Shah Reza, Teheran, Iran; **G. H. Ebtehaj**, mng. dir.; 7 DC-3s, 2 UC-61s; **AO—Middle East, Greece, Italy, France**; C-P.

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IRAQI AIRWAYS, Iraqi State Railways, Baghdad, Iraq; **Sabah as Said**, mgr.; 3 Vikings, 3 Doves; **AO—Iraq, Iran, Syria, Lebanon, Turkey, Egypt, Bahrain, Kuwait, Cyprus, Greece, Italy, France, U. K.**; C-P.

ISRAEL AIR LINES (See Aer Lingus Teoranta).

ISRAEL AIR, Tel Aviv, Israel.

JERSEY AIRWAYS, LTD., 22 Charing Cross, St. Heller, Jersey; **AO—U. K.—Channel Is.**; C-P.

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JUGOSLOVENSKI AEROTRANSPORT, Belgrade, Yugoslavia; **AO—Yugoslavia, Albania**.

JUPITER AIRWAYS, Madras, Ind.; 7 DC-3s; **AO—India**; C-P.

KLM (See Koninklijke Luchtvaart Maatschappij voor Nederland en Koloniën N. V.).

KONINKLIJKE LUCHTVAART MAATSCHOPPIJ VOOR NEDERLAND EN KOLONIËN N. V., Raamweg 90, Box 121, The Hague, Netherlands; Albert Plesman, pres.; 37 DC-3s, 17 Constellations, 6 DC-4s, 10 C-54s, 6 DC-6s, Con. Vultee 240, 2 Austers (11 Vultee 230s, 2 Lockheed 749s, DC-6); AO—Europe, Carib., U. S., N. E. 1, C-P.

LAKEHEAD SKYWAYS, Ferry's Wharf, Port Arthur, Ont., Canada; AO—NW Ontario.

LAKELAND SKYWAYS LTD., New Liskeard, Ont., Canada; AO—N. Ontario.

LAKELAND SKYWAYS LTD., North Bay, Ont., Canada; AO—N. Ontario.

LANSA (See Línea Aérea Nacional, S. A.).

LAURENTIAN AIR SERVICES LTD., Box 71, Ottawa, Ont., Canada; AO—F. Ontario.

LAWRENCE ROLUP CHUKUNI AIRWAYS LTD., McKenzie Island, Ont., Canada; AO—NW Ontario.

LEAVENS BROS. AIR SERVICES, Ltd., Barker Airport, Toronto, Ontario, Canada; W. T. Leavens; 5 Cessna Cranes, 3 Rep. Seabees, 4 Fox Moth, 13 Aeronaas, 4 Piper J3s, Cessna 140, Pittcairn Autogyro, Luscombe Model 8A, Piper J5; AO—U. S.; C-P.

LEAVENS (NORTHERN) LTD., Barker Airport, Toronto, Canada; AO—N. Ontario.

LIBERIAN INTERNATIONAL AIRWAYS, LTD., Robertsfield, Harbel, Liberia; AO—Lib.; C-P.

LÍNEA AEREA AL NOR-ESTE, Corrientes 450, Buenos Aires, Arg.; AO—Arg.; C-P.

LÍNEA AEREA AL SUD OESTE, Corrientes 450, Buenos Aires, Arg.; AO—Arg.; C-P.

LÍNEA AEREA DE TRANSPORTE NACIONAL, Ministerio de Defensa Nacional, Asunción, Paraguay; AO—Paraguay; C-P.

LÍNEA AEREA NACIONAL, Agustinas 1185, Santiago de Chile; J. C. Villar, Araya, exec. vice pres.; 4 Martin 2-0-2s, 9 DC-3s, 4 Lodestars, 5 Electras, Beechcraft; AO—Chile; C-P.

LÍNEA AEREA TACA DE VENEZUELA, (Part of TACA Airways System), Caracas, Venez.; A. M. Gomes, pres.; 7 DC-3s, 22 DC-3s; AO—Venez.; Bogotas; C-P.

LÍNEA AEROPOSTAL VENEZOLANA, Bloque No. 1, El Silencio, Caracas, Venez.; P. G. Perez, pres.; 4 Constellations, 13 DC-3As, C-47, 2 Electras, 4 Lodestars, 2 Martin 2-0-2s (3 Constellations); AO—Aruha, Port-of-Spain, Boca Vista, Havana, New York; C-P.

LÍNEAS AEREAS COSTARIENSES, San Jose, Costa Rica.

LÍNEAS AEREAS DE NICARAGUA, S. A., Managua, Nicaragua; Guillermo Xucila, gen. mgr.; 4 DC-3s, Boeing 247; AO—Nicaragua; C-P.

LÍNEAS AEREAS DEL PANAMA, S. A., National Airport, Tocumán, Panama; AO—Panama; C-P.

LÍNEAS AEREAS DEL ESTADO, Corrientes 450, Buenos Aires, Arg.; 6 DC-3s (8 DC-3s); AO—Arg.; Bogotas; C-P.

LÍNEAS AEREAS MEXICANAS, S. A., Paseo de la Reforma, Mex. City, Mex.; A. F. Bonilla, pres.; 6 DC-3s, AO—Mexico; C-P.

LÍNEAS AEREAS NACIONALES, S. A., Calle 34 Nos. 40-45, Barranquilla, Colombia; H. Padilla Saravia, gen. adm.; 15 DC-3s; AO—Col.; C-P.

LÍNEAS AEREAS TACA DE COLOMBIA, (Part of TACA Airways System), Edificio TACA, Bogotá, Colombia; A. G. Picon, pres.; 4 DC-3s, 3 Lodestars (6 DC-3s, 3 DC-4s); AO—Col., Costa Rica, N. W. So. Amer.; C-P.

LÍNEE AEREE ITALIENNE, Viamit Tritone 132, Rome, Italy; 14 DC-3s; AO—Italy; C-P.

LLOYD AEREO BOLIVIANO, S. A., Calle San Martin (Edif. Hotel Bolívar) Casilla 132, Cochabamba, Bolivia; J. D. la Reza, mgr.; 7 DC-3s; AO—Bolivia; C-P.

LOFTLEIDER, H. F. (The Icelandic Airlines), Laekjargata 2, Reykjavik, Iceland; 2 DC-4s, DC-3, 4 Q-21s, Anson, Norseman, Reliant; AO—Iceland, Denmark, Britain, Norway, Sweden, U. S.; C-P.

LOME AIRWAYS LTD., 37 Hanna Ave., Toronto, Canada; AO—Ontario.

LOT—See Polska Linie Lotnicze.

LUXEMBOURG AIRLINES, 12 Av. de l'Arsement, Luxembourg. M & C AVIATION CO., LTD., Prince Albert, Saskatchewan, Canada; R. Mayson, pres.; 2 Norseman, 3 Wacos; AO—N. Saskatchewan, N. W. Territory; C-P.

MAC ROBERTSON-MILLER AVIATION CO. LTD., 194 St. George's Terrace, Perth, Australia; H. C. Miller, mng. dir.; 2 DC-3s, Lockheed 10A, 6 Ansons; AO—Perth-Darwin; C-P.

MALAYAN AIRWAYS, LTD., Ocean Bldg., Singapore, Malaya; K. N. Black, Chm.; 2 DC-3s, 4 Electras, Rapide, 6 DC-3s, 2 Airspeeds; AO—TACA de Indonesia, Br. N. Borneo, Indonesia, Siam, Fr. Indo-China; C-P.

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MUSKOKA AIR TRAILS LTD., Huntsville, Ont., Canada; AO—Ontario.

MYERS, EDWARD RUSSELL, 618 Central Ave., Fort Frances, Ont., Canada; AO—Ontario.

NAVEGACAO AEREA BRASILEIRA, S. A., Avenida Nilo Peçanha 51, Rio de Janeiro, Brazil; AO—Brazil; C-P.

NEW ZEALAND NATIONAL AIRWAYS CORP., Aotea Quay, Box 3038, Wellington, C. 1, New Zeal.; F. M. Clarke, gen. mgr.; 13 DC-3s, 13 Lodestars, 6 Dominica, 4 Electras, 3 Fox Moths, 2 Sunderland, Rapide; AO—N. Z., Norfolk Is., Fiji, Tonga, Cook Is., Samoa; C-P.

NICKEL BELT AIRWAYS LTD., Box 384, Sudbury, Ont., Canada; AO—N. & C. Ontario.

NORTHERN AIRWAYS, LTD., Carcross, Yukon Territory, Canada; G. T. Simmons, dir.; Waco, 4 Fairchild; AO—Yukon Terr.; Br. Columbia; C-P.

NORTHERN ONTARIO AIRWAYS LTD., Box 29, Kapuskasing, Ont., Canada; AO—N. Ontario.

NORTHLAND AVIATION LTD., South Porcupine, Ont., Canada; AO—N. Ontario.

NORTON-TOLR AIR SERVICES, 7 Tyshier Bldg., Chatham, Ont., Canada; AO—S. Ontario.

NORWEGIAN AIRLINES (See Det Norske Luftfartselskap A/S).

ONTARIO CENTRAL AIRLINES LTD., Red Lake, Ont., Canada; AO—NW Ontario.

ORIENT AIRWAYS, LTD., 4, Lyons Range, Calcutta, India; (Vultee 240s); AO—India, Afghania, Burma; C-P.

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PACIFIC OVERSEAS AIRLINES (SIAM) LTD., 39 Surawongse Rd., Bangkok, Siam, Phra Aram Ronachit, chm.; 2 DC-3s, DC-4; AO—Shanghai, Hong Kong, Singapore, Indonesia, Manila; C-P.

PAK AIR, LTD., Karachi, Pakistan; Yusuf Haroon, chm.; 4 DC-4s, 8 DC-3s; AO—Pakistan, India, Ceylon, Singapore, Egypt, Iraq; C-P.

PANAIR DO BRASIL, Avenida Rio Branco, 85-10 andar, Rio de Janeiro, Brazil; F. de D. Sampaio; 16 DC-3s, 6 Boeing 314, 3 Sikorsky S-45s, 3 Constellations, 2 Liberators (4 DC-3s, 2 Constellations); AO—Brazil, Parag., Peru, Europe, N. Africa; C-P.

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ROYAL DUTCH AIRLINES (See Koninklijke Luchtvaart Maatschappij voor Nederland en Koloniën N. V.).

S. A. EMPRESA DE VIACAO AEREA RIO GRANDENSE, Av. Borges de Medeiros esq. Ardradas, Box 243, Porto Alegre, Brazil; R. M. Berta, pres.; 12 DC-3s, 6 Electras, 3 Commandos, Norseman (3 Commandos); AO—Brazil, Urag.; C-P.

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SABENA BELGIAN AIRLINES, 145 Rue Royale, Brussels, Belgium; G. Pers, dir.; 3 DC-6s, 7 DC-4s, C-54, 15 DC-3s, 9 C-47s, 5 Lodestars, 3 Doves, 2 Cubs, Austers (6 Convals); AO—Europe, Africa, Middle East, N. Amer.; C-P.

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FOREIGN AIRLINES OF THE WORLD—Continued

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SOVIET-RUMANIAN AIR TRANSPORT (See TARS-Romanian Air Lines).

SPINWOOD SPORTLAND AIRWAYS, Rainy River, Ont., Canada; **AO—NW Ontario.**

STARRATT BROS., Hudson, Ont., Canada; **AO—NW Ontario.**

SUDAN AIRWAYS, Box 253, Khartoum, Anglo-Egyptian Sudan; **AO—Sudan, Eritrea; C-P.**

SUPERIOR AIRWAYS LTD., Box 52, Ft. William, Ont., Canada; **AO—NW Ontario.**

SVENSK INTERKONTINENT LUFTRAFIK, A. B. (Part of Scandinavian Airlines System), Stockholm 5, Sweden; Per A. Norlin, pres.; 3 DC-4s, 2 Bellanca (3 DC-6s, 2 Stratocruisers); **AO—Europe, U. S., So. Amer., Africa; C-P.**

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TASMAN EMPIRE AIRWAYS LTD., Mechanics' Bay, Auckland, N. Z.; A. E. Rudder, chm.; Catalina, 4 S-25s, (4 Solents); **AO—Auckland-Sydney; C-P.**

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TRANSADRIATICA—See *Societa Transadriatica di Navigazione Aerea.*

TRANSPORTES AEREOS CENTRO-AMERICANOS, S. A. Tegucigalpa, Honduras; **AO—Honduras-Br. Honduras; C-P.**

TRANSPORTES AEREOS DE CARGA INTERNACIONAL LIMITADA, Montevideo, Uruguay; **AO—Uruguay, Brasil, Argentina; C-P.**

TRANSPORTES AEREOS DE JALISCO, S. A. Ocampo 70, Guadalajara, Jal., Mexico; Carlos Davalos Guzman, dir.; 2 C-47s, DC-3, DC-2½ **AO—450 miles; C-P.**

TRANSPORTES AEREOS TAMPICO S. DE R. L., Dray Andres de Olmos y Altamira, Tampico, Tamaulipas, Mexico; F. G. de Lara, pres.; 2 DC-3s, Sunson, 4 Ansons; **AO—400 miles; C-P.**

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TRANSPORTES AEREOS PERUANOS, Lima, Peru; **AO—Peru.**

TRANSPORTES AEREOS PORTUGUESES, Rua Braamcamp.

2, Lisbon, Portugal; Col. Carlos M. Magalhães, dir.; 6 DC-3s, 4 DC-4s, Beechcraft; **AO—Europe, Africa; C-P.**

TRANSPORTURI AERIENE ROMANA SOVIETICE—See *TAR-Roumanian Air Lines.*

TURKIYE DEVLET HAVA YOLLARI, Ankara, Turkey; **AO—Turkey, Greece; C-P.**

UNION AIRWAYS OF NEW ZEALAND, LTD., Box 3038, Wellington, N. Z.; Sir Leonard Isitt, chm.; 5 Lodestars, 3 Electras, 4 Dominies, DH-86; **AO—New Zealand; C-P.**

UNION OF BURMA AIRWAYS Corporation Bldgs., Rangoon, Burma; J. Hilmi, gen. mgr.; 7 Doves, 7 Dakotas; **AO—Burma, India; C-P.**

VARIG—See *S. A. Empresa de Vono Aereo Rio Grandense.*

VIACAO AEREA SANTOS DUMONT, S. A., Ave. Graca Aranha 81 Rio de Janeiro, Brazil; **AO—Brazil.**

VIACAO AEREA SAO PAULO, S. A., Rua Libero Radaro, 89, Sao Paulo, Brazil; Maj. Jorge M. Azevedo, dir. of opar.; 17 DC-3s (17 DC-3s); **AO—Brazil; C-P.**

VIAS AEREAS COLOMBIANAS, S. A., Cali, Colombia; **AO—Colombia, Ecuador; C-P.**

WEST AFRICAN AIRWAYS CORP., Airways House, Marina, Lagos, Nigeria; **AO—W. Afr.; C-P.**

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ZONAS OESTE Y NORTE DE AEROLINAS ARGENTINAS, Av. L.N. Alem 852, Buenos Aires, Argentina; J. E. Souville, pres.; 15 DC-3s; **AO—Arg.; C-P.**

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Anquilla15c	Denmark15c	India25c	Northern Ireland15c	Senegal25c
Antigua10c	Dodecanese Islands15c	Iraq25c	Northern Rhodesia25c	Seychelles25c
Argentina10c	Dominican Republic10c	Italy15c	Norway15c	Sierra Leone25c
Aruba10c	Ecuador10c	Italian Somaliland25c	Nyassaland15c	Spain15c
Ascension Island15c	Egypt15c	Ivory Coast25c	Okinawa25c	Spanish Guinea25c
Australia25c	Eire (Ireland)15c	Jamaica10c	Pakistan25c	Sri Lanka25c
Austria15c	England (and Wales)15c	Japan25c	Palestine25c	Straits Settlements25c
Azores15c	Eritrea25c	Kenya25c	Panama10c	Surinam10c
Bahamas10c	Estonia25c	Korea25c	Papua (British New Guinea)25c	Sweden15c
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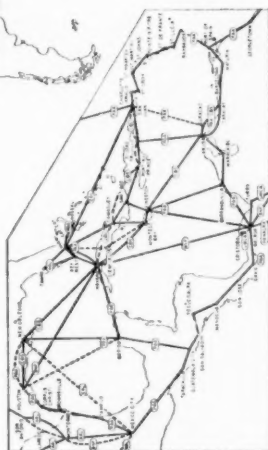


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BGR—Bangor, Me.	MEX—Mexico City
BOS—Boston	MIA—Miami
BRO—Brownsville, Tex.	MKE—Milwaukee
BTW—Burlington, Vt.	MPS—Minneapolis-St. Paul
CHI—Chicago	UL—Montreal
CLE—Cleveland	MSY—New Orleans
CRP—Corpus Christi, Tex.	LGA—New York (La Guardia)
CTB—Cut Bank, Mont.	IDL—New York (Idlewild)
DAL—Dallas	EW—Newark
YIP—Detroit	NLD—Nuevo Laredo, Mex.
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GRW—Greenwood, Miss.	SAT—St. Louis
HFD—Hartford	SFO—San Francisco
HAV—Havana	SEC—Seattle
HOT—Hot Springs, Ark.	SHV—Shreveport, La.
HOU—Houston	GEG—Spokane, Wash.
HJR—Honolulu	SGF—Springfield, Mo.
IND—Indianapolis	TPA—Tampa
JAN—Jackson, Miss.	HUL—Terre Haute, Ind.
MKC—Kansas City, Mo.	TOL—Toledo, Ohio
LRD—Laredo	VR—Vancouver, B. C.
LIT—Little Rock, Ark.	

DCA—Washington, D. C.

AIRLINE SYMBOLS

A—American Airlines
AF—Air France
AO—American Overseas
B—British International Airways
BC—British Commonwealth Pacific Airlines
BO—British Overseas Airways Corp.
C—Colonial Airlines
CS—Chicago & Southern Air Lines
EA—Expreso Aereo Interamericano
K—KLM Royal Dutch Airlines
N—National Airlines
NE—Northeast Airlines
NW—Northwest Airlines
P—Pan American World Airways and affiliates
PH—Philippine Air Lines
PI—Peruvian International Airways
S—Salena
SI—Skyways International
SW—Seaboard & Western
SS—Scandinavian Airlines System
T—Trans-Canada Air Lines
TA—TACA Airways
TC—Trans-Caribbean Air Line
TR—Transocean Air Lines
TW—Trans World Airline
U—United Air Lines
W—Western Air Lines

NOTE: Per pound rate is based on the average package weighing 25 lb. Valuation rates are due only if consignments are shipped with declared value.

COMMERCIAL RATES: Apply to airlines.

AD: Valuation charge is applicable only on shipments with a valuation of over \$7.71 per pound. Minimum charge is as for 2 kilos (4.4 lbs.).

K: Valuation charge is only on shipments with a declared valuation in excess of \$7.71 per lb.

P: Valuation charge is only on shipments with a declared valuation in excess of \$7.71 per lb.

SW: Special rates for shipments of 1,000-4,999 lbs. and 5,000-9,999 lbs.

T: More economical rates are offered for bulk cargo. There is a basic rate for cargoes 25 pounds and less, between 25 pounds and 100 pounds, and over 100 pounds. Consult the airline direct.

TA: No valuation charge for shipments under \$5,000 valuation. TACA has a special rate for shipments over 500 lbs.

TC: Cheaper "deferred" rate available. Contact airline direct.

* This involves onward carriage by another airline.

* TCA Air cargo rate of 25 lb. or less.

Destination	Airport and Airline	RATES (See Note)				Depart
		Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value		
Antigua (cont'd)	HOU P	1.18	1.15	15	Dly	
"	BRO P	1.10	1.10	15	Dly	
"	CRP P	1.13	1.13	15	Dly	
"	NLD P	1.12	1.12	15	Dly	
"	LAX P	1.35	1.35	15	Dly	
Antilla, Cuba	MIA P	20	15	15	Dly	
Antofagasta, Chile	MIA P	1.19	80	15	Dly	
"	MSY P	1.33	1.01	15	Dly	
"	HOU P	1.41	1.05	15	Dly	
"	BRO P	1.36	1.02	15	Dly	
"	CRP P	1.38	1.04	15	Dly	
"	NLD P	1.36	1.04	15	Dly	
"	LAX P	1.51	1.13	15	Dly	
"	DCA PH	1.29	1.05	20	T.W.F.Sa	
"	IDL PH	1.31	1.07	20	T.W.F.Sa	
"	LGA SI	1.28	1.05	20	Frequently	
"	MIA SI	1.19	1.00	20	Frequently	
Antwerp, Belgium	LGA AO*	1.25	1.15	15	Dly	
"	BOS AO*	1.09	83	15	Tu, Sa	
"	IDL S*	1.12	82	15	Th	
Any Destination in Colombia other than those named herein	MIA P	72	40	15	Dly	
"	MSY P	1.18	1.15	15	Dly	
"	HOU P	1.28	1.00	15	Dly	
"	BRO P	1.20	1.00	15	Dly	
"	CRP P	1.23	1.00	15	Dly	
"	NLD P	1.22	1.00	15	Dly	
"	LAX P	1.49	1.15	15	Dly	
Apul, T. Pampanga, Phil.	SFO PH	2.50	1.88	15	W, Sa	
"	HJR PH	1.79	1.26	15	W, Sa	
"	LAX W*	2.50	1.80	20		
"	PDX W*	2.50	1.80	20		
"	SEC W*	2.50	1.80	20		
Apurri, Phil.	SFO PH	2.60	1.98	15	W, Sa	
"	HJR PH	1.89	1.36	15	W, Sa	
"	LGA PH	2.83	2.15	15	W, F	
"	LAX W*	2.60	1.90	20		
"	PDX W*	2.60	1.90	20		
"	SEC W*	1.60	1.90	20		
Aracaju, Brazil	LGA P	1.54	1.15	15	Dly	
"	MIA P	1.26	1.15	15	Dly	
"	MSY P	1.83	1.15	15	Dly	
"	HOU P	1.68	1.15	15	Dly	
"	BRO P	1.60	1.15	15	Dly	
"	CRP P	1.63	1.15	15	Dly	
"	NLD P	1.63	1.15	15	Dly	
"	LAX P	1.90	1.15	15	Dly	
Arecibo, Puerto Rico	EWRT P	30	20	15	Frequently	
Arequipa, Peru	MIA P	1.10	83	15	Dly	
"	MSY P	1.27	96	15	Dly	
"	HOU P	1.33	99	15	Dly	
"	BRO P	1.28	96	15	Dly	
"	CRP P	1.30	98	15	Dly	
"	NLD P	1.28	98	15	Dly	
"	LAX P	1.46	1.10	15	Dly	
Arica, Chile	MIA P	1.14	85	15	Dly	
"	MSY P	1.30	98	15	Dly	
"	HOU P	1.31	98	15	Dly	
"	BRO P	1.31	98	15	Dly	
"	CRP P	1.34	1.00	15	Dly	
"	NLD P	1.28	1.00	15	Dly	
"	LAX P	1.48	1.11	15	Dly	
"	MIA SI	1.14	85	20	Frequently	
"	LGA SI	1.23	94	20	Frequently	
Armenia, Colombia	MIA P	65	44	15	Dly	
"	MSY P	1.04	1.15	15	Dly	
"	HOU P	1.15	1.15	15	Dly	
"	BRO P	1.07	1.15	15	Dly	
"	CRP P	1.10	1.15	15	Dly	
"	NLD P	1.09	1.15	15	Dly	
"	LAX P	1.34	1.15	15	Dly	
"	HOU CS	51	39	15	T, Th, Sa	
"	CHI CS	52	40	15	T, Th, Sa	
"	YIP CS	53	41	15	T, Th, Sa	
"	ELD CS	52	40	15	T, Th, Sa	
"	EVV CS	51	39	15	T, Th, Sa	
"	FWA CS	52	40	15	T, Th, Sa	
"	GRW CS	50	38	15	T, Th, Sa	
"	HOU CS	52	40	15	T, Th, Sa	
"	HOU CS	51	39	15	T, Th, Sa	
"	IND CS	52	40	15	T, Th, Sa	
"	JAN CS	50	38	15	T, Th, Sa	
"	LIT CS	52	40	15	T, Th, Sa	
"	MEM CS	50	38	15	T, Th, Sa	
"	MSY CS	49	37	15	T, Th, Sa	
"	PAK CS	51	39	15	T, Th, Sa	
"	PIA CS	53	41	15	T, Th, Sa	
"	STL CS	52	40	15	T, Th, Sa	
"	SHV CS	52	40	15	T, Th, Sa	
"	HUF CS	53	41	15	T, Th, Sa	
"	TOL CS	53	41	15	T, Th, Sa	

INTERNATIONAL CARGO TABLES—Continued

RATES (See Note)					Depart	RATES (See Note)					Depart	RATES (See Note)					Depart
Destination	Airport and Airline	Per Lb. (U.S.) 100 Lbs.	Per Lb. (U.S.) 100 Lbs.	Per 100 Lbs.		Destination	Airport and Airline	Per Lb. (U.S.) 100 Lbs.	Per Lb. (U.S.) 100 Lbs.	Per 100 Lbs.		Destination	Airport and Airline	Per Lb. (U.S.) 100 Lbs.	Per Lb. (U.S.) 100 Lbs.	Per 100 Lbs.	
Aruba, N.W.I.	MIA K	41	29	15	Su,T,Th,Sa	Bangkok, Siam	LGA C*	2.44	1.83	30		Beirut, Lebanon	LGA AO*	1.73	1.30	15	Dly
Asmara, Ethiopia	LGA AO*	2.08	1.56	15	Dly		DCA C*	2.44	1.83	30			BOS AO*	1.70	1.28	15	T.Sa
	BOS AO*	2.05	1.54	15	Tu,Sa		LGA P	2.46	2.20	15	W,Sa		LGA SI	2.25	1.50	25	Frequently
	LGA BO	1.96	1.55	20	Dly except W		PDX P	2.39	2.17	15			IDL AF	1.62	1.12	20	Tu,Sa
Asuncion, Paraguay	LGA P	1.77	1.55	15	Dly		SEC P	2.89	2.17	15			BOS AF	1.59	1.10	20	Dly
	MIA P	1.53	1.51	15	Dly		LAX P	2.89	2.17	15	M,T,W,F,Sa		EWRT TC	1.55	1.10	20	Frequently
	MSY P	1.75	1.51	15	Dly		BOS P	2.83	2.18	15			IDL SS	1.62	1.12	20	Th
	HOU P	1.94	1.51	15	Dly		SFO P	2.89	2.17	15	M,T,W,F,Sa		IDL SS	1.62	1.12	20	W,F
	BRO P	1.85	1.51	15	Dly		LGA AO*	2.81	1.95	15	Dly		LGA P	1.44	.68	15	Dly
	CRP P	1.89	1.51	15	Dly		BOS AO*	2.58	1.93	15	Tu,Sa		MIA P	.90	.61	15	Dly
	NLD P	1.89	1.51	15	Dly		IDL AF	2.54	2.20	20			HOU P	1.28	.81	15	Dly
	LAX P	2.19	1.51	15	Dly		BOS AF	2.51	2.15	20			BRO P	1.30	.81	15	Dly
Athens, Greece	EWRT TC	1.70	1.50	15	Frequently		LGA SI	2.60	2.22	25	Frequently		CRP P	1.33	.83	15	Dly
	LGA AO*	1.70	1.33	15	T.F.Sa		LGA TR	2.34	2.00	25			NLD P	1.35	.83	15	Dly
	BOS AO*	1.60	1.31	15	F		HFD TR	2.34	2.00	25			LAX P	1.50	.83	15	Dly
	IDL SI	1.57	1.11	15	Su		OAK TR	2.21	1.92	20			MIA SI	.88	.60	20	Frequently
	LGA SI	1.70	1.35	25	Frequently		LGA BO	2.46	2.20	20	Su,T,Th		LGA SI	.88	.60	20	Frequently
	LGA TR	2.20	.90	15			IDL K	2.46	2.20	15	Dly except Su		EWRT TC	.88	.62	20	Frequently
	HFD TR	2.20	.90	15			LAX W*	2.50	1.80	20			BOS AO*	1.15	.89	15	Dly
	IDL SW	1.28	1.03	20			PDX W*	2.50	1.80	20			LGA BO	1.13	.87	15	T.Sa
	LGA C*	1.55	1.11	30			SEC W*	2.50	1.80	20			LGA BO	1.02	.76	20	
	DCA C*	1.55	1.11	30			EWRT TC	2.30	1.90	25							
	LGA BO	1.57	1.11	20	Su,T,Th		IDL AF	2.05	1.54	20							
	IDL AF	1.57	1.11	20	Weekly	Bangui, Belg. Congo	BOS AF	2.02	1.22	20	Weekly						
	BOS AF	1.54	1.09	20		Baracoa, Cuba	MIA P	.22	.18	15	Dly						
	IDL K	1.57	1.11	15	W	Barcelona, Spain	LGA AO*	1.34	1.05	15	Dly						
	IDL SS	1.57	1.11	20	Dly		BOS AO*	1.31	1.03	15	T.Sa						
	LGA TW	1.57	1.11	20	Dly		IDL AF	1.30	.98	20	Twice Wkly						
	CHI TW	1.63	1.18	20	Sa		BOS AF	1.27	.95	20	Twice Wkly						
	PHL TW	1.63	1.18	20	Sa		IDL SI	1.41	1.06	15							
	BOS TW	1.54	1.09	20	W,F		LGA P	1.30	.95	15							
	YIP TW	1.61	1.16	20	Sa		BOS P	1.27	.95	15							
	EWRT TC	1.00	.85	25	Th	Barcelona, Venezuela	LGA P	.66	.54	15	Dly						
	IDL SI	1.57	1.11	15	Th		MIA P	.58	.15	15	Dly						
Auckland, N. Z.	LAX P	2.06	1.55	15	M		MSY P	.93	.63	15	Dly						
	SFO P	2.06	1.55	15	M		HOU P	1.02	.68	15	Dly						
	PDX P	2.06	1.55	15	M		BRO P	.94	.64	15	Dly						
	SEC P	2.06	1.55	15	M		NLD P	1.15	.15	15	Dly						
	BOS AO*	2.00	.37	15	Tu,Sa		CRP P	.97	.65	15	Dly						
	LGA AO*	2.00	.37	15	Tu,Sa		LAX P	1.36	.15	15	Dly						
	LGA BO	3.73	2.80	20	Su,T,Th		MIA K	.83	.38	15	T.Sa						
	SFO BO*	2.06	1.55	15	Su,T,Th		BOS AO*	.75	.30	15	Dly						
	SFO BC	2.06	1.55	15	Alternate F		DCA C*	.75	.52	30							
	HJR BC	1.39	1.04	15	Alternate F												
	VR BC	2.17	1.03	15	Alternate F												
Augusta, Italy	LGA AO*	1.45	1.15	15	Dly	Barranca, Bermeja, Col.	MIA P	.60	.41	15	Dly						
	BOS AO*	1.43	1.13	15	Tu,Sa		MSY P	1.12	.12	15	Dly						
	LGA BO	1.37	.97	15	Dly except W		HOU P	1.25	.15	15	Dly						
							BRO P	1.20	.15	15	Dly						
							CRP P	1.23	.15	15	Dly						
							NLD P	1.23	.15	15	Dly						
							LAX P	1.49	.15	15	Dly						
Bacolod, Philippines	SFO PH	2.60	1.98	15	W,Sa	Barranquilla, Colombia	MIA P	.38	.26	15	Dly						
	HJR PH	1.89	1.36	15	W,Sa		MSY P	.74	.52	15	Dly						
	LGA PH	2.83	2.15	15	W,F		LAX P	.84	.58	15	Dly						
	LAX W*	2.60	1.90	20			BRO P	.75	.53	15	Dly						
	PDX W*	2.60	1.90	20			CRP P	.78	.55	15	Dly						
	SEC W*	2.60	1.90	20			NLD P	.98	.15	15	Dly						
Baghdad, Iraq	LGA AO*	1.94	1.46	15	Dly		LAX P	1.23	.15	15	Dly						
	BOS AO*	1.91	1.44	15	Tu,Sa		LGA SI	.44	.37	10	Frequently						
	LGA SI	2.36	1.00	25	Frequently		MIA SI	.33	.23	10	Frequently						
	LGA C*	1.74	1.30	30			LAX W*	2.60	1.90	20							
	DCA C*	1.74	1.30	30			PDX W*	2.60	1.90	20							
	IDL AF	1.73	1.30	30	Weekly		SEC W*	2.60	1.90	20							
	BOS AF	1.73	1.30	30	Weekly		LGA AO*	1.30	.98	15	T.F.Sa						
	IDL SS	1.78	1.32	30	W,F		LGA TR	.92	.80	15	F						
	EWRT TC	1.58	1.25	20	Frequently		HFD TR	.92	.80	15	F						
	IDL K	1.73	1.32	30	W,F		DCA C*	1.20	.92	30							
Baguio, Philippines	SFO PH	2.60	1.98	15	W,Sa		IDL AF	1.19	.88	20	Six Weekly						
	HJR PH	1.89	1.36	15	W,Sa		BOS AF	1.16	.86	20							
	LGA PH	2.83	2.15	15	W,F		IDL SI	1.19	.88	20	Th						
	LAX W*	2.60	1.90	20			IDL K	1.19	.88	15	T.F						
	PDX W*	2.60	1.90	20			EWRT TC	.95	.75	20	Frequently						
	SEC W*	2.60	1.90	20			IDL K	1.85	1.32	15	Dly except Su						
Bahia, Brazil (See Sao Salvador)	LGA AO*	2.07	1.55	15	Dly		LGA AO*	1.70	1.28	15	T.Sa						
Basrah, Arabia	BOS AO*	2.04	1.53	15	Tu,Sa		LGA SI	2.45	1.85	25	Frequently						
	LGA SI	2.40	1.65	25	Frequently		LGA TR	2.22	1.42	20							
	LGA C*	2.00	1.50	30			LGA C*	2.21	1.65	30							
	LGA BO	1.91	1.43	20			DCA C*	2.21	1.65	30							
Batavia, Canal Zone	MIA P	.39	.29	15	Dly		LGA BO	2.21	1.65	30							
	MEX P	.47	.37	15	Dly		LGA TR	2.22	1.42	20							
	HOU P	.50	.39	15	Dly except W		LGA C*	2.21	1.65	30							
	BRO P	.50	.39	15	Dly		DCA C*	2.21	1.65	30							
	NLD P	.66	.47	15	Dly		LGA BO	2.22	1.42	20							
	CRP P	.60	.39	15	Dly		LGA TR	2.22	1.42	20							
	LAX P	.82	.63	15	Dly		LGA C*	2.21	1.65	30							
	MIA SI	.38	.28	10	Frequently		LGA TW	2.23	1.67	20	Su,M,W,Th						
	LGA SI	.47	.37	10	Frequently		IDL K	2.23	1.67	20	Dly except Su						
	HOU B	.50	.39	10	Su,T,Th		EWRT TC	2.00	1.40	25							
	YIP B	.50	.39	10	Su,T,Th												
	CRP B	.50	.39	10	Su,T,Th												
	DAL B	.51	.40	10	Su,T,Th												
	YIP B	.51	.40	10	Su,T,Th												
	MSY B	.51	.40	10	Su,T,Th												
Batavia, Philippines	SFO PH	2.60	1.98	15	W,Sa	Bastia, Corsica	IDL AF	1.29	.97	20	Six Weekly						
	HJR PH	1.89	1.36	15	W,Sa		BOS AF	1.25	.95	20							
	LGA PH	2.83	2.15	15	W,F		LGA SI	1.32	1.04	15	Dly						
	LAX W*	2.60	1.90	20			BOS AO*	1.29	1.02	15	T.Sa						
	PDX W*	2.60	1.90	20			LGA AO*	2.93	2.18	15	Dly						
	SEC W*	2.60	1.90	20			LGA BO	2.68	2.36	15	Dly except Su						
							LGA SI	2.55	2.36	15	Dly						
Batavia, Java	SFO PH	2.60	1.98	15	W,Sa	Batavia, Brazil	LGA P	1.67	.15	15	Dly						
	HJR PH	1.89	1.36	15	W,Sa		MIA P	.47	.15	15	Dly						

INTERNATIONAL CARGO TABLES—Continued

RATES (See Note)					RATES (See Note)					RATES (See Note)							
Destination	Airport and Airline	Per 100 Lbs.	Per 100 Lbs. Over 100 Lbs.	Per 100 Lbs. Over 100 Lbs.	Depart	Destination	Airport and Airline	Per 100 Lbs.	Per 100 Lbs. Over 100 Lbs.	Per 100 Lbs. Over 100 Lbs.	Depart	Destination	Airport and Airline	Per 100 Lbs.	Per 100 Lbs. Over 100 Lbs.	Per 100 Lbs. Over 100 Lbs.	Depart
Brao (Brao),						Calcutta, India						Cartagena,					
Czechoslovakia	LGA AO*	1.37	1.05	.15	T.F.Sa	Calcutta, India	SFO PH	2.80	1.95	.15	W.Sa	Cartagena,	MIA P	.47	.32	.15	Dly
"	IDL S*	1.35	.97	.15	Th	"	HJR PH	1.89	1.36	.15	W.Sa	"	MSY P	.95	.15	.15	Dly
Buenos Aires, Argentina	BOS AO	1.36	1.03	.15	F	"	LGA PH	2.83	2.15	.15	W.F	"	HOU P	1.13	.15	.15	Dly
"	LGA P	1.12	.82	.15	F	"	LAX W*	2.60	1.90	.20	"	"	HOU P	1.05	.15	.15	Dly
Buenos Aires, Argentina	BOS P	1.09	.80	.15	Dly	"	PDX W*	2.60	1.90	.20	"	"	CRP P	1.08	.15	.15	Dly
"	LGA AO*	1.12	.86	.15	T.F.Sa	"	SEC W*	2.60	1.90	.20	"	"	NLD P	1.07	.15	.15	Dly
"	BOS AO*	1.09	.84	.15	T.Sa	"	EWRT C	1.37	1.00	.25	"	"	LAX P	1.32	.15	.15	Dly
"	LGA SI	1.13	.73	.25	Frequently	"	BOS P	2.31	1.98	.15	T	"	LGA C*	.55	.40	.30	"
"	LGA S	1.12	.82	.15	Th	"	SEC P	2.28	1.95	.15	T	"	DCA C*	.55	.40	.30	"
"	LGA TR	.80	.65	.124	"	"	PDX P	3.25	2.44	.15	"	"	MIA P	.64	.43	.15	Dly
"	HFD TR	.80	.65	.124	"	"	SEC P	3.25	2.44	.15	"	"	MSY P	1.03	.15	.15	Dly
"	IDL SW	.92	.78	.20	"	"	SFO P	3.25	2.44	.15	T.F	"	HOU P	1.14	.15	.15	Dly
"	LGA C*	1.10	.82	.30	"	"	LAX P	3.25	2.44	.15	T.F	"	BRO P	1.06	.15	.15	Dly
"	DCA C*	1.10	.82	.30	"	"	IDL K	2.31	1.98	.15	Dly except Su	"	CRP P	1.09	.15	.15	Dly
"	LGA BO	1.12	.82	.20	Su,T,Th	"	LGA BO	2.31	1.98	.20	Su,T,Th	"	NLD P	1.07	.15	.15	Dly
"	IDL SS	1.48	.15	.15	"	"	LGA C*	2.31	1.98	.20	"	"	LAX P	1.33	.15	.15	Dly
"	IDL AF	1.12	.82	.20	Dly	"	DCA C*	2.29	1.71	.30	"	"	"	"	"	"	"
"	BOS AF	1.09	.80	.20	Dly	"	IDL AF	2.31	1.98	.20	Twice Wkly	"	"	"	"	"	"
"	IDL K	1.15	.63	.15	Dly except Su	"	BOS AF	2.28	1.95	.15	Twice Wkly	"	"	"	"	"	"
"	EWRT C	.73	.65	.25	"	"	LGA AO*	2.52	1.80	.15	Dly	"	"	"	"	"	"
Buenos Aires, Argentina	BOS AO*	1.09	.80	.15	T.F.Sa	"	BOS AO*	2.49	1.87	.15	Twice Wkly	"	"	"	"	"	"
"	LGA P	1.12	.82	.15	F	"	LGA SI	2.45	1.95	.25	Frequently	"	"	"	"	"	"
"	BRO P	1.20	.15	.15	Su,M,Th,F	"	LGA TR	2.20	1.78	.25	"	"	"	"	"	"	"
"	CRP P	1.23	.15	.15	Su,M,Th,F	"	HFD TR	2.20	1.78	.25	"	"	"	"	"	"	"
"	NLD P	1.23	.15	.15	Su,M,Th,F	"	OAK TR	2.20	1.78	.25	"	"	"	"	"	"	"
"	LAX P	1.48	.15	.15	Su,M,Th,Sa	"	LAX W*	3.27	2.35	.20	"	"	"	"	"	"	"
Buenos Aires, Argentina	LGA AO*	1.60	1.25	.15	T.F.Sa	"	PDX W*	3.27	2.35	.20	"	"	"	"	"	"	"
"	IDL S*	1.58	1.18	.15	Th	"	SEC W*	3.27	2.35	.20	"	"	"	"	"	"	"
"	IDL AF	1.60	1.20	.20	"	"	EWRT C	2.10	1.80	.25	"	"	"	"	"	"	"
"	BOS AF	1.57	1.18	.20	"	"	"	"	"	"	"	"	"	"	"	"	"
"	IDL S*	1.45	1.15	.15	T.F.Sa	"	"	"	"	"	"	"	"	"	"	"	"
"	BOS AO*	1.44	1.09	.15	F	"	"	"	"	"	"	"	"	"	"	"	"
"	IDL AF	1.45	1.09	.20	"	"	"	"	"	"	"	"	"	"	"	"	"
"	BOS AF	1.42	1.07	.20	"	"	"	"	"	"	"	"	"	"	"	"	"
"	IDL S*	1.42	1.02	.15	Th	"	"	"	"	"	"	"	"	"	"	"	"
"	MYS P	1.19	.15	.15	T.Th	"	"	"	"	"	"	"	"	"	"	"	"
"	HOU P	1.28	.15	.15	F	"	"	"	"	"	"	"	"	"	"	"	"
"	BRO P	1.20	.15	.15	F	"	"	"	"	"	"	"	"	"	"	"	"
"	CRP P	1.23	.15	.15	F	"	"	"	"	"	"	"	"	"	"	"	"
"	NLD P	1.26	.15	.15	Th	"	"	"	"	"	"	"	"	"	"	"	"
"	LAX P	1.52	.15	.15	Th	"	"	"	"	"	"	"	"	"	"	"	"
Buenos Aires, Argentina	LGA P	1.64	.94	.15	Twice Dly	"	"	"	"	"	"	"	"	"	"	"	"
"	HOU P	1.56	.80	.15	Twice Dly	"	"	"	"	"	"	"	"	"	"	"	"
"	MYS P	1.54	.18	.15	Dly	"	"	"	"	"	"	"	"	"	"	"	"
"	HOU P	1.58	1.18	.15	Dly	"	"	"	"	"	"	"	"	"	"	"	"
"	BRO P	1.54	1.18	.15	Dly	"	"	"	"	"	"	"	"	"	"	"	"
"	CRP P	1.56	1.17	.15	Dly	"	"	"	"	"	"	"	"	"	"	"	"
"	NLD P	1.58	.15	.15	Dly	"	"	"	"	"	"	"	"	"	"	"	"
"	LAX P	1.79	1.34	.15	Dly	"	"	"	"	"	"	"	"	"	"	"	"
"	LGA SI	1.54	.93	.20	Frequently	"	"	"	"	"	"	"	"	"	"	"	"
"	MYS SI	1.45	.89	.20	Frequently	"	"	"	"	"	"	"	"	"	"	"	"
"	EWRT C	1.70	1.30	.20	Frequently	"	"	"	"	"	"	"	"	"	"	"	"
Buenos Aires, Argentina	SFO PH	2.50	1.88	.15	W.Sa	"	"	"	"	"	"	"	"	"	"	"	"
"	HJR PH	1.79	1.26	.15	W.Sa	"	"	"	"	"	"	"	"	"	"	"	"
"	IDL S*	2.73	2.05	.15	W.F	"	"	"	"	"	"	"	"	"	"	"	"
"	LAX W*	2.50	1.80	.20	"	"	"	"	"	"	"	"	"	"	"	"	"
"	PDX W*	2.50	1.80	.20	"	"	"	"	"	"	"	"	"	"	"	"	"
"	SEC W*	2.50	1.80	.20	"	"	"	"	"	"	"	"	"	"	"	"	"
Buenos Aires, Argentina	IDL S	2.66	2.01	.15	Th	"	"	"	"	"	"	"	"	"	"	"	"
"	BOS AO*	2.46	2.06	.15	T.Sa	"	"	"	"	"	"	"	"	"	"	"	"
"	LGA AO*	2.49	2.08	.15	Dly	"	"	"	"	"	"	"	"	"	"	"	"
Buenos Aires, Argentina	SFO PH	2.50	1.88	.15	W.Sa	"	"	"	"	"	"	"	"	"	"	"	"
"	HJR PH	1.79	1.26	.15	W.Sa	"	"	"	"	"	"	"	"	"	"	"	"
"	LGA PH	2.73	2.05	.15	W.F	"	"	"	"	"	"	"	"	"	"	"	"
"	LAX W*	2.50	1.80	.20	"	"	"	"	"	"	"	"	"	"	"	"	"
"	PDX W*	2.50	1.80	.20	"	"	"	"	"	"	"	"	"	"	"	"	"
"	SEC W*	2.50	1.88	.20	"	"	"	"	"	"	"	"	"	"	"	"	"
Buenos Aires, Argentina	SFO PH	2.50	1.88	.15	W.Sa	"	"	"	"	"	"	"	"	"	"	"	"
"	HJR PH	1.89	1.36	.15	W.Sa	"	"	"	"	"	"	"	"	"	"	"	"
"	LGA PH	2.83	2.15	.15	W.F	"	"	"	"	"	"	"	"	"	"	"	"
"	LAX W*	2.60	1.90	.20	"	"	"	"	"	"	"	"	"	"	"	"	"
"	PDX W*	2.60	1.90	.20	"	"	"	"	"	"	"	"	"	"	"	"	"
"	SEC W*	2.60	1.90	.20	"	"	"	"	"	"	"	"	"	"	"	"	"
Buenos Aires, Argentina	MIA P	1.15	.11	.15	Dly	"	"	"	"	"	"	"	"	"	"	"	"
"	SFO PH	2.50	1.88	.15	W.Sa	"	"	"	"	"	"	"	"	"	"	"	"
"	HJR PH	1.79	1.26	.15	W.Sa	"	"	"	"	"	"	"	"	"	"	"	"
"	LGA PH	2.73	2.05	.15	W.F	"	"	"	"	"	"	"	"	"	"	"	"
"	LAX W*	2.50	1.80	.20	"	"	"	"	"	"	"	"	"	"	"	"	"
"	PDX W*	2.50	1.80	.20	"	"	"	"	"	"	"	"	"	"	"	"	"
"	SEC W*	2.50	1.88	.20	"	"	"	"	"	"	"	"	"	"	"	"	"
Buenos Aires, Argentina	MIA P	1.15	.11	.15	Dly	"	"	"	"	"	"	"	"	"	"	"	"
"	SFO PH	2.50	1.88	.15	W.Sa	"	"	"	"	"	"	"	"	"	"	"	"
"	HJR PH	1.79	1.26	.15	W.Sa	"	"	"	"	"	"	"	"	"	"	"	"
"	LGA PH	2.73	2.05	.15	W.F	"	"	"	"	"	"	"	"	"	"	"	"
"	LAX W*	2.50	1.80	.20	"	"	"	"	"	"	"	"	"	"	"	"	"
"	PDX W*	2.50	1.80	.20	"	"	"	"	"	"	"	"	"	"	"	"	"
"	SEC W*	2.50	1.88	.20	"	"	"	"	"	"	"	"	"	"	"	"	"
Buenos Aires, Argentina	MIA P	1.15	.11	.15	Dly	"	"	"	"	"	"	"	"	"	"	"	"
"	SFO PH	2.50	1.88	.15	W.Sa	"	"	"	"	"	"	"	"	"	"	"	"
"	HJR PH	1.79	1.26	.15	W.Sa	"	"	"	"	"	"	"	"	"	"	"	"
"	LGA PH	2.73	2.05	.15	W.F	"	"	"	"	"	"	"	"	"	"	"	"
"	LAX W*	2.50	1.80	.20	"	"	"	"	"	"	"	"	"	"	"	"	"
"	PDX W*	2.50	1.80	.20	"	"	"	"	"	"	"	"	"	"	"	"	"
"	SEC W*	2.50	1.88	.20	"	"	"	"	"	"	"	"	"	"	"	"	"
Buenos Aires, Argentina	MIA P	1.15	.11	.15	Dly	"	"	"	"	"	"	"	"	"	"	"	"
"	SFO PH	2.50	1.88	.15	W.Sa	"	"	"	"	"	"	"	"	"	"	"	"
"	HJR PH	1.79	1.26	.15	W.Sa	"	"	"	"	"	"	"	"	"	"	"	"
"	LGA PH	2.73	2.05	.15	W.F	"	"	"	"	"	"	"	"	"	"	"	"
"	LAX W*	2.50	1.80	.20	"	"	"	"	"	"	"	"	"	"	"	"	"
"	PDX W*	2.50	1.80	.20	"	"	"	"	"	"	"	"	"	"	"	"	"
"	SEC W*	2.50	1.88	.20	"	"	"	"	"	"	"	"	"	"	"	"	"
Buenos Aires, Argentina	MIA P	1.15	.11	.15	Dly	"	"	"	"	"	"	"	"	"	"	"	"
"	SFO PH	2.50	1.88	.15	W.Sa	"											

INTERNATIONAL CARGO TABLES—Continued

RATES (See Note)						RATES (See Note)						RATES (See Note)										
Destination	Airport and Airline	Per 100 Lbs. (Under 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Depart	Destination	Airport and Airline	Per 100 Lbs. (Under 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Depart	Destination	Airport and Airline	Per 100 Lbs. (Under 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Depart		
Colombia, Any Destination other than those named herein	MIA P	72	49	15	Dly		Dact, Philippines	SFO PH	2 60	1 98	15	W.Sa		Edmonton, Alberta, Canada	LGA T*	8 50	31	10	Dly			
"	MSY P	1 18	15	Dly			"	HJR PH	1 99	1 38	15	W.Sa		"	"	"	"	"	"			
"	HOU P	1 28	15	Dly			"	LAX W*	2 83	1 18	15	W.F		Endhoven, Netherlands	LGA AO*	1 17	86	15	T.F.Sa			
"	BRO P	1 20	15	Dly			"	PDX W*	2 60	1 90	20			"	BOS AO*	1 16	86	15	F			
"	CRP P	1 22	15	Dly			"	SEC W*	2 60	1 90	20			Elisabethville, Belgian Congo	LGA AO*	2 48	1 86	15	Dly			
"	NLD P	1 22	15	Dly			"	LGA P	1 88	1 21	15	M.Th		"	BOS AO*	2 45	1 84	15	T.Sa			
"	LAX P	1 49	15	Dly			"	LGA AO*	2 15	1 61	15	T.Sa		Eschode, Netherlands	LGA AO*	1 17	86	15	T.F.Sa			
Colombo, Ceylon	LGA AO*	2 51	1 88	15	Dly		"	IDL AF	1 68	1 21	20	Thrice Weekly		"	BOS AO*	1 16	86	15	F			
"	LGA BO	2 39	1 79	20	Su,T,Th		"	BOS AF	1 65	1 19	20			Emeralda, Ecuador	MIA P	78	58	10	Su,Th			
Costeque, Bolivia	MIA P	1 27	95	15	Sa		"	BOS P	1 59	1 10	15	T.Sa		"	MSY P	86	68	15	W.Sa			
"	LGA BO	2 39	1 79	20	Su,T,Th		"	LGA AO*	1 73	1 30	30	Dly		"	HOU P	89	68	15	W.Sa			
"	MSY P	1 41	1 06	15	F		"	IDL SW	1 45	1 10	20			"	BRO P	89	68	15	W.Sa			
"	HOU P	1 45	1 09	15	F		"	IDL AF	1 62	1 12	20			"	CRP P	1 42	1 08	15	W.Sa			
"	BRO P	1 41	1 06	15	F		"	BOS AF	1 59	1 10	20			"	NLD P	1 12	85	15	T.F			
"	CRP P	1 45	1 07	15	F		"	LGA BO	1 62	1 12	20			Fairbanks, Alaska	LAX P	1 22	92	15	Dly			
"	NLD P	1 45	1 07	15	F		"	EWRT	1 60	1 10	20			"	SEC P	40	15	15	Dly			
"	LAX P	1 55	1 16	15	F		"	OAK TR						"	QAK TR	58	35	15	Dly			
Copenhagen, Denmark	LGA AO	1 23	86	15	Su,T		Dannalan, Philippines	SFO PH	2 60	1 98	15	W.Sa		Florianopolis, Brazil	MIA P	1 70	15	15	Su,W			
"	LGA SI	1 20	90	25	Frequently		"	HJR PH	1 89	1 38	15	W.Sa		"	MSY P	1 64	15	15	M.W			
"	IDL S	1 23	86	15	Th		"	LGA PH	2 83	2 15	15	W.F		"	LAX P	1 87	15	15	M.W			
"	LGA TR	1 20	75	12			"	LAX W*	2 60	1 90	20			"	BRO P	1 79	15	15	M.W			
"	HFD TR	1 20	75	12			"	PDX W*	2 60	1 90	20			"	CRP P	1 82	15	15	M.W			
"	LGA C*	1 20	88	30			"	SEC W*	2 60	1 90	20			"	NLD P	1 81	15	15				
"	DCA C*	1 20	88	30			"	LGA AO*	2 39	1 79	15	Dly		"	LAX P	2 08	15	15	Su,Th			
"	LGA BO	1 20	88	30	Su,T,Th		"	BOS AO*	2 38	1 77	15	T.Sa		Fort de France, Martinique	IDL AF	3 05	2 39	20				
"	IDL SS	1 23	86	20	W,T		"	LGA BO	2 37	1 77	20	Su,T,Th		Fort Trinquet, Fr. W. Africa	BOS AF	3 02	2 27	20				
"	IDL AF	1 23	86	20	W,T		"	IDL AF	3 19	2 37	20	Su,T,F		Fort William, Ontario, Can.	LGA T*	4 30	14	20	10	Dly		
"	BOS AF	1 20	83	20	Dly except Su		"	BOS AF	3 16	2 37	20	M.Th,F.Sa		Fortales (Coara), Brazil	LGA P	1 39	15	15	Dly			
"	EWRT	90	73	25			"	LGA BO	3 03	2 38	20	M.Th,F.Sa		"	MIA P	1 42	15	15	Dly			
Cordoba, Argentina	MIA P	1 37	86	15	Dly		"	Dar-es-Salaam, Tanganyika	LGA AO*	2 39	1 79	15	Dly		"	MSY P	1 44	15	15	Dly		
"	MSY P	1 48	1 11	15	Dly		"	"	BOS AO*	2 38	1 77	15	T.Sa		"	HOU P	1 59	15	15	Dly		
"	HOU P	1 52	1 14	15	Dly		"	"	LGA BO	2 37	1 77	20	Su,T,Th		"	BRO P	1 51	15	15	Dly		
"	BRO P	1 49	1 12	15	Dly		"	"	IDL AF	3 19	2 37	20	Su,T,F		"	CRP P	1 54	15	15	Dly		
"	CRP P	1 50	1 13	15	Dly		"	"	BOS AF	3 16	2 37	20			"	NLD P	1 53	15	15	Dly		
"	NLD P	1 58	1 14	15	Dly		"	"	LGA BO	3 03	2 38	20	M.Th,F.Sa		"	LAX P	1 72	15	15	Dly		
"	LAX P	1 65	1 24	15	Dly		"	Darwin, Australia	LGA BO	3 03	2 38	20	M.Th,F.Sa		Frankfort-on-Main, Germany	LGA P	1 30	87	15	Dly		
Cordoba, Alaska	SEC P	60	22	13	Dly		"	Davao, Philippines	SFO PH	2 60	1 98	15	W.Sa		"	BOS P	1 17	85	15	Dly		
Coro, Venezuela	LGA C*	68	50	30			"	"	HJR PH	1 89	1 38	15	W.Sa		"	LGA AO	1 20	87	15	Dly		
"	DCA C*	68	50	30			"	"	LGA PH	2 83	2 15	15	W.F		"	BOS AO	1 17	85	15	M.F		
"	LGA P	70	57	15	Dly		"	"	LAX W*	2 60	1 90	20			"	LGA SI	1 35	80	15	Frequently		
"	MIA P	48	35	15	Dly		"	"	PDX W*	2 60	1 90	20			"	LGA BO	1 30	87	20	Su,T,Th		
"	MSY P	48	35	15	Dly		"	"	SEC W*	2 60	1 90	20			"	IDL SS	1 20	87	20	T.W.F.Sa		
"	HOU P	53	43	15	Dly		"	"	LGA AO*	2 39	1 79	15	Dly		"	SEC P	57	32	15	Dly		
"	BRO P	53	43	15	Dly		"	"	LGA BO	2 38	1 77	20	Su,T,Th		"	LGA P	39	30	10	M.Sa		
"	CRP P	58	50	15	Dly		"	"	BOS P	2 17	1 80	15			"	BOS P	33	25	15	Dly		
"	NLD P	1 06	15	Dly			"	"	LAX P	3 45	2 59	15			"	LGA AO	35	25	15	M.Th,F		
"	LAX P	1 30	15	Dly			"	"	CRP P	3 45	2 59	15			"	BOS AO	35	25	15	M.Th,F		
Couramba, Brazil	MIA P	1 38	15	Su,W			"	"	NLD P	61	44	15			"	IDL SS	38	29	15	T.W.F.Sa		
"	MSY P	1 48	15	M.P			"	"	LAX P	1 77	59	15	Dly		"	IDL AF	38	28	20	Six Weekly		
"	HOU P	1 48	15	M.P			"	"	SEC P	1 22	88	15	Th		"	BOS AF	35	25	15	Dly except Su		
"	BRO P	1 50	15	M.P			"	"	Deauville, France	IDL S	1 22	88	15	Th		"	LGA TW	38	29	10	Dly	
"	CRP P	1 53	15	M.P			"	"	Del Monte, Philippines	SFO PH	2 60	1 98	15	W.Sa		"	DCA TW	40	31	10	M.Sa	
"	NLD P	1 51	15	Su,Th			"	"	"	HJR PH	1 89	1 38	15	W.Sa		"	PHL TW	39	30	10	M.Sa	
"	LAX P	1 59	15	Su,Th			"	"	"	LGA PH	2 83	2 15	15	W.F		"	BOS TW	35	25	10	M.W,F	
Coestermanville, Belgian Congo	IDL S	2 53	1 88	15	Th		"	"	"	LAX W*	2 60	1 90	20		"	"	CHI TW	42	33	10	Sa	
Colaba, Philippines	SFO PH	2 60	1 98	15	W.Sa		"	"	"	PDX W*	2 60	1 90	20		"	"	"	44	35	10	Sa	
"	HJR PH	1 89	1 38	15	W.Sa		"	"	"	SEC W*	2 60	1 90	20		"	"	"	41	1453	10	Dly	
"	LGA PH	2 83	2 15	15	W.F		"	"	"	LGA AO*	2 39	1 79	15	Dly	"	"	"	38	29	20	Su,T,Th	
"	LAX W*	2 60	1 90	20			"	"	"	DCA AO*	2 11	1 58	35	F	"	"	"	2 18	1 64	20	Th	
"	PDX W*	2 60	1 90	20			"	"	"	LGA AO*	2 09	1 55	35	Dly	"	"	"	2 15	1 62	20	T.F.Sa	
"	SEC W*	2 60	1 90	20			"	"	"	BOS AO*	2 08	1 53	35	M.T.Sa	"	"	"	1 33	1 01	15	F	
Cristobal, Canal Zone	MIA P	41	31	15	Dly		"	"	"	LGA TW	1 91	1 43	20	Su,T,F	"	"	"	1 35	80	25	Frequently	
"	MSY P	49	39	15	Dly		"	"	"	LAX W*	3 80	2 78	15		"	"	"	1 19	88	20	Th	
"	HOU P	52	41	15	Dly		"	"	"	SEC W*	3 80	2 78	15		"	"	"	82	77	12	12	
"	BRO P	52	41	15	Dly		"	"	"	IDL S*	1 91	1 43	15	Th	"	"	"	92	77	12	12	
"	CRP P	52	41	15	Dly		"	"	"	LGA PH	2 83	2 15	15	W.F	"	"	"	99	79	20	Su,T,Th	
"	NLD P	58	49	15	Dly		"	"	"	LAX W*	3 80	2 78	15		"	"	"	1 19	88	20	Sa,T,Th	
"	LAX P	83	65	15	Dly		"	"	"	PDX W*	3 80	2 78	15		"	"	"	1 20	88	20	T.W.F.Sa	
"	MIA P	86	61	15	Dly		"	"	"	SEC W*	3 80	2 78	15		"	"	"	1 19	88	20	T.W.F.Sa	
"	MSY P	1 12	15	Dly			"	"	"	IDL S*	1 91	1 43	15	Th	"	"	"	1 16	88	20	Dly	
"	HOU P	1 28	15	Dly			"	"	"	LGA TW	1 91	1 43	20	Su,T,F	"	"	"	1 19	88	15	M.W,Th,Sa	
"	BRO P	1 20	15	Dly			"	"	"	LAX W*	3 80	2 78	15		"	"	"	1 19	88	20	Sa,T,W,F,Sa	
"	CRP P	1 23	15	Dly			"	"	"	PDX W*	3 80	2 78	15		"	"	"	1 21	91	20	M.Sa	
"	NLD P	1 24	15	Dly			"	"	"	SEC W*	3 80	2 78	15		"	"	"	1 16	88	20	Sa,T,Th	
"	LAX P	1 49	15	Dly			"	"	"	IDL S*	1 91	1 43	15	Th	"	"	"	1 20	90	20	M.Sa	
Cunene, Ecuador	MIA P	78	58	15	Su,M,W,F		"	"	"	LGA PH	2 83	2 15	15	W.F	"	"	"	1 23	95	20	Sa	
"	MSY P	86	66	15	Su,T,Th,Sa		"	"	"	LAX W*	3 80	2 78	15		"	"	"	1 25	95	20	Sa	
"	HOU P	89	68	15	Su,T,Th,Sa		"	"	"	PDX W*	3 80	2 78	15		"	"	"	90	70	25	Frequently	
"	BRO P	89	68	15	Su,T,Th,Sa		"	"	"	SEC W*	3 80	2 78	15		"	"	"	69	55	15	Dly	
"</																						

INTERNATIONAL CARGO TABLES - Continued

RATES (See Note)						RATES (See Note)						RATES (See Note)							
Destination	Airport and Airline	Per 100 Lbs. (Under 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	Per 100 Lbs. (Under 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	Per 100 Lbs. (Under 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Per \$100 Value	Depart		
Gibraltar, Gibraltar	LGA AO*	1.46	1.15	15	Dly	Haugesund, Norway	IDL SS	1.30	.89	20	T.Sa	Iguazu Falls, Brazil	LGA P	1.75	1.01	15	Sa,T		
"	BOS AO*	1.43	1.13	15	T.Sa	Havana, Cuba	MIA P	.08	.08	15	Several Dly	"	MIA P	1.61	1.00	15	Sa,T		
Glasgow, Scotland	LGA BO	1.46	1.20	20	F	"	IDL PI	.19	.17	10	T.W.F.Sa	"	MSY P	1.60	1.00	15	Sa,T		
"	LGA SI	1.10	.70	25	Frequently	"	DCA PI	.15	.15	20	T.W.F.Sa	"	HOU P	1.92	1.00	15	Sa,T		
"	LGA TR	.78	.68	15		"	MIA SI-Min. 6000 lb.	.05	.05	per lb.	"	BRO P	1.84	1.00	15	Sa,T			
"	HPD TR	.78	.68	15		"	CHI CS	20	18	15	Dly	"	CRP P	1.87	1.00	15	Sa,T		
"	LGA C*	.96	.96	30		"	YIP CS	20	18	15	Dly	"	NLD P	.85	15				
"	DCA C*	.96	.72	30		"	HOU CS	18	16	15	Dly	"	LAX P	2.14	1.00	15	Th,Sa		
"	LGA BO	.96	.72	30	Wu,T,Th	"	MSY CS	15	13	15	Dly	"	SFO PH	2.60	1.98	15	W.Sa		
"	IDL SS	.96	.72	20	T,W,F,Sa	"	STL CS	19	17	15	Dly	"	HJR PH	1.89	1.88	15	W.Sa		
"	IDL AF	1.31	.94	20		"	IND CS	19	17	15	Dly	"	LGA PH	2.83	2.16	15	W.F.		
"	BOS AF	1.28	.96	20		"	BUJ CS	18	16	15	Dly	"	LAX W*	2.60	1.90	20			
"	IDL K	.86	.72	15	Dly except Su	"	ELD CS	19	17	15	Dly	"	PDX W*	2.60	1.90	20			
"	KWR TC	.80	.70		Frequently	"	EVV CS	18	16	15	Dly	"	SEC W*	2.60	1.90	20			
Gothenburg, Sweden	LGA AO*	1.28	.91	15	Sa,T	"	FWA CS	20	18	15	Dly	"	MIA P	.72	.49	15	Dly		
"	IDL SS	1.28	.89	20	W,F	"	GRW CS	17	15	15	Dly	"	MSY P	1.12	1.00	15	Dly		
"	IDL K	1.23	.88	15	M,W,F	"	HOT CS	22	20	15	Dly	"	HOU P	1.23	1.00	15	Dly		
Groningen, Netherlands	LGA AO*	1.17	.88	15	T,F,Sa	"	JAN CS	17	15	15	Dly	"	BRO P	1.15	1.00	15	Dly		
"	BOS AO*	1.16	.86	15	F	"	LIT CS	22	20	15	Dly	"	CRP P	1.18	1.00	15	Dly		
Guadalajara, Mex.	HOU P	.45	15	Dly		"	MEM CS	17	15	15	Dly	"	NLD P	1.17	1.00	15	Dly		
"	CRP P	.37	15	Dly		"	PUR CS	18	16	15	Dly	"	LAX P	1.42	1.00	15	Dly		
"	LAX P	.40	15	Dly		"	CS	20	18	15	Dly	"	IDL K	1.42	1.00	15	Dly		
Guam	LAX P	2.00	1.50	15	Dly	"	SHV CS	19	17	15	Dly	"	LGA P	1.82	1.12	15	W.Sa		
"	SFO P	2.00	1.50	15	Dly	"	HUF CS	20	18	15	Dly	"	BOS P	1.89	1.10	15	W.Sa		
"	PDX P	2.00	1.50	15	Dly	"	TOL CS	20	18	15	Dly	"	BOS AF	1.59	1.10	20			
"	SEC P	2.00	1.50	15	Dly	"	MKC CS	21	19	15	Dly	"	IDL AF	1.62	1.12	20			
"	OAK TR	1.60	1.17	.074		"	SGP CS	20	18	15	Dly	"	LGA AO*	1.81	1.44	15	Dly		
Guantanamo, Cuba	MIA P	.20	.15	15	Twice Dly	"	MIA K	.08	.08	15	Sa,T,Th,Sa	"	BOS AO*	1.09	1.03	15	F		
Guatemala City, Guatemala	MIA P	.39	.29	15	Dly	"	MIA RA	.06	.06	15	Dly	"	LGA SI	2.60	1.16	25	Frequently		
"	MSY P	.38	.26	15	Twice Dly	"	LOA RA	.14	.14	15	Dly	"	LGA BO	1.62	1.12	20			
"	HOU P	.45	.33	15	Dly	"	MSY N	.15	.13	10	Dly	"	DCA C*	1.60	1.10	30			
"	BRO P	.37	.28	15	Twice Dly	"	MIA N	.08	.08	10	Dly	"	LGA BO	1.62	1.12	20			
"	CRP P	.41	.30	15	Twice Dly	"	TPA N	.09	.074	10	Dly	"	IDL SS	1.62	1.12	20	W.F.		
"	NLD P	.41	.30	15	Dly	"	DCA N	.18	.18	10	Dly	"	EWRT	1.60	1.10	20	Frequently		
"	LAX P	.43	.42	15	Dly	"	IDL N	.19	.17	10	Dly	"	IDL S*	1.62	1.12	20	Th		
"	MSY TA	.39	.29	15	M,W,F	"	BRO B	.25	.19	10	Sa,T,Th	"	LGA BO	2.99	2.34	20	Wkly		
"	MEX TA	.23	.17	15	T,Th,Sa	"	CHI B	.25	.24	10	Sa,T,Th	"	MSY P	.64	15	Dly except Su			
Guayaquil, Ecuador	MIA P	.76	.67	15	Dly	"	CRP B	.20	.18	10	Sa,T,Th	"	HOU P	.44	10	Dly except F			
"	CHI B	.84	.83	15	Dly	"	DAL B	.20	.18	10	Sa,T,Th	"	BRO P	.39	15	Dly except Su			
"	HOU P	.87	.67	15	Dly	"	FTW B	.21	.19	10	Sa,T,Th	"	CRP P	.39	15	Dly	Dly except F		
"	BRO P	.87	.67	15	Dly	"	HOU B	.18	.16	10	Sa,T,Th	"	LAX P	.81	15	Dly except F			
"	CRP P	.87	.67	15	Dly	"	LRD B	.23	.20	10	Sa,T,Th	"	LGA AO*	1.12	.85	15	Dly		
"	NLD P	1.10	15	Dly		"	SAT B	.30	.18	10	Sa,T,Th	"	BOS AO*	1.80	1.42	15	T.Sa		
"	LAX P	1.30	.91	15	Dly	"	BOS AO	1.39	.94	15	T	"	LGA TW	1.62	1.12	20			
"	BRO B	.58	.56	20	Sa,T,Th	"	LGA SI	.87	.80	20	T.W.F.Sa	"	CHI TW	1.62	1.12	20			
"	CHI B	.60	.70	20	Sa,T,Th	"	LAX P	.34	15	11	Dly	"	YIP TW	1.66	1.17	20			
"	CRP B	.87	.67	20	Sa,T,Th	"	MIA P	.15	.11	15	Dly	"	BOS TW	1.66	1.17	20			
"	DAL B	.88	.68	20	Sa,T,Th	"	Homer, Alaska	SEC P	.80	.23	15		"	PHL TW	1.63	1.14	20		
"	YIP B	.88	.69	20	Sa,T,Th	"	Honda, Colombia	MIA P	.84	.43	15	Dly	"	IDL SA	1.62	1.12	20	Sa	
"	FTW B	.88	.68	20	Sa,T,Th	"	MSY P	1.13	15	15	Dly	"	Jibuti, Fr.	LGA BO	2.09	1.67	20		
"	HOU B	.87	.67	20	Sa,T,Th	"	HOU P	1.25	15	15	Dly	"	Jidda, Saudi Arabia	LGA BO	1.85	1.39	20		
"	IND B	.87	.68	20	Sa,T,Th	"	BRO P	1.17	15	15	Dly	"	Joao Pessoa (Cachoeira)	LGA P	1.47	1.00	15	Th	
"	LRD B	.88	.68	20	Sa,T,Th	"	CRP P	1.20	15	15	Dly	"	"	MIA P	1.25	1.00	15	Sa	
"	MSY B	.84	.65	15	Sa,T,Th	"	NLD P	1.30	15	15	Dly	"	"	MSY P	1.49	1.00	15	Th	
"	SAT B	.87	.67	20	Sa,T,Th	"	LAX P	1.46	15	15	Dly	"	"	HOU P	1.65	1.00	15	Th	
"	HAV B	.71	.53	10	Sa,T,Th	"	LGA SI	2.32	2.32	15	W.Sa	"	"	BRO P	1.65	1.00	15	Th	
"	MIA SI	.75	.55	10	Frequently	"	SFO PH	2.50	1.88	15	W.Sa	"	"	CRP P	1.58	1.00	15	Th	
"	LGA SI	.84	.64	10	Frequently	"	LGA PH	2.73	2.05	15	W.F.	"	"	NLD P	1.58	1.00	15	Th	
Manila, Philippines	SFO PH	2.60	1.98	20	W.Sa	"	HJR PH	2.69	2.32	20		"	"	LAX P	1.82	1.00	15	W.F.	
"	HJR PH	1.89	1.46	20	W.Sa	"	LGA PH	2.73	2.05	15	W.F.	"	"	"	"	1.82	1.00	15	W.F.
"	HPD TR	2.43	1.15	20	W.F.	"	LGA BO	2.69	2.32	20		"	"	"	"	1.82	1.00	15	W.F.
"	LAX W*	2.60	1.90	20		"	IDL AF	2.69	2.32	20		"	"	"	"	1.82	1.00	15	W.F.
"	PDX W*	2.60	1.90	20		"	BOS AF	2.66	2.29	20		"	"	"	"	1.82	1.00	15	W.F.
"	SEC W*	2.60	1.90	20		"	CHI NW*	2.66	2.00	15	Four Wkly	"	"	"	"	1.82	1.00	15	W.F.
"	SFO PH	2.60	1.98	15	W.Sa	"	CLE NW*	2.69	2.02	15	Four Wkly	"	"	"	"	1.82	1.00	15	W.F.
"	HJR PH	1.79	1.26	15	W.Sa	"	LAX NW*	2.68	2.01	15	Four Wkly	"	"	"	"	1.82	1.00	15	W.F.
"	LGA PH	2.73	2.05	15	W.F.	"	LAX NW*	2.68	2.01	15	Four Wkly	"	"	"	"	1.82	1.00	15	W.F.
"	LAX W*	2.60	1.90	20		"	LAX NW*	2.68	2.01	15	Four Wkly	"	"	"	"	1.82	1.00	15	W.F.
"	PDX W*	2.60	1.90	20		"	LAX NW*	2.68	2.01	15	Four Wkly	"	"	"	"	1.82	1.00	15	W.F.
"	SEC W*	2.60	1.90	20		"	LAX NW*	2.68	2.01	15	Four Wkly	"	"	"	"	1.82	1.00	15	W.F.
"	IDL AF	1.59	1.10	20	Twice Wkly	"	LAX NW*	2.68	2.01	15	Four Wkly	"	"	"	"	1.82	1.00	15	W.F.
"	KWR TC	1.75	1.25	20	Frequently	"	LAX NW*	2.68	2.01	15	Four Wkly	"	"	"	"	1.82	1.00	15	W.F.
"	IDL S	1.62	1.12	20	Th	"	LAX NW*	2.68	2.01	15	Four Wkly	"	"	"	"	1.82	1.00	15	W.F.
"	BOS TA	2.64	.0755	10	Dly	"	LAX NW*	2.68	2.01	15	Four Wkly	"	"	"	"	1.82	1.00	15	W.F.
Hamburg, Germany	LGA AO*	1.24	.92	15	F	"	LAX NW*	2.68	2.01	15	Four Wkly	"	"	"	"	1.82	1.00	15	W.F.
"	IDL K	1.55	.85	25	Frequently	"	LAX NW*	2.68	2.01	15	Four Wkly	"	"	"	"	1.82	1.00	15	W.F.
"	LGA TR	.84	.84	124	Th	"	LAX NW*	2.68	2.01	15	Four Wkly	"	"	"	"	1.82	1.00	15	W.F.
"	HPD TR	.84	.84	124	Th	"	LAX NW*	2.68	2.01	15	Four Wkly	"	"	"	"	1.82	1.00	15	W.F.
"	LGA C*	1.21	.89	30		"	LAX NW*	2.68	2.01	15	Four Wkly	"	"	"	"	1.82	1.00	15	W.F.
"	DCA C*	1.21	.89	30		"	LAX NW*	2.68	2.01	15	Four Wkly	"							

INTERNATIONAL CARGO TABLES—Continued

RATES (See Note)					RATES (See Note)					RATES (See Note)				
Destination	Airport and Airlines	(Per 100 Lbs.)	(Per 100 Lbs.) Over 100 Lbs.	Depart	Destination	Airport and Airlines	(Per 100 Lbs.)	(Per 100 Lbs.) Over 100 Lbs.	Depart	Destination	Airport and Airlines	(Per 100 Lbs.)	(Per 100 Lbs.) Over 100 Lbs.	Depart
Karachi (cont'd.)	LGA C*	2.11	1.58	30	La Guaira (cont'd.)	LIT CS	.58	.45	15 T,Th,Sa	Leja (cont'd.)	HOU P	.93	.71	15 M
"	DCA C*	2.11	1.58	30	"	MECS	.56	.43	15 T,Th,Sa	"	BRO P	.93	.71	15 M
"	LGA BO	2.13	1.60	20 Su,T,Th	"	MSY CS	.55	.43	15 T,Th,Sa	"	CRP P	.93	.71	15 M
"	IDL AF	2.13	1.60	20	"	PUK CS	.57	.44	15 T,Th,Sa	"	NLD P	1.18	.90	20
"	BOS AF	2.10	1.58	20	"	PIA CS	.50	.48	15 T,Th,Sa	"	LAX P	1.29	.98	15
"	LAX W*	3.80	2.63	"	"	STL CS	.58	.45	15 T,Th,Sa	London, England	LGA P	1.03	.77	15 Dly
"	PDX W*	3.80	2.63	"	"	SHV CS	.58	.45	15 T,Th,Sa	"	BOS P	1.00	.75	15 Dly
"	SEC W*	3.90	2.63	"	"	TOL CS	.59	.45	15 T,Th,Sa	"	BOS AO*	1.00	.75	15 T,Sa
"	EWRT C	2.00	1.50	25	"	MECS	.60	.47	15 T,Th,Sa	"	LGA SI	1.10	.75	25 Frequently
"	IDL S*	2.13	1.60	"	"	SGF CS	.59	.45	15 T,Th,Sa	"	IDL S	1.12	.82	Th
Karlsbad, Sweden	LGA AO*	1.84	.95	15 Su,T,Th	"	EWRT C	.45	.35	25	"	LGA TR	.70	.60	10
Ketchikan, Alaska	LGA AO*	1.22	.90	15 Twice Daily	Lauchow, China	CHI NW*	2.96	2.30	15 Four Wkly	"	HFD TR	.70	.60	10
Khartoum, Anglo-Egypt, Sudan	LGA AO*	2.04	1.53	15 Dly	"	CLE NW*	2.99	2.32	15 Four Wkly	"	IDL SW	.87	.70	30
"	MIA K	2.01	1.51	15	"	YIP NW*	2.98	2.31	15 Four Wkly	"	LGA C*	1.03	.77	30
"	LGA BO	1.90	1.44	20 Su,T,Th,F,Sa	"	LAX NW*	2.90	2.18	15 Four Wkly	"	DCA C*	1.03	.77	30
"	IDL AF	2.44	1.83	Thrice Wkly	"	MKE NW*	2.90	2.30	15 Four Wkly	"	LGA BO	1.03	.77	30 Su,T,Th
"	BOS AF	2.41	1.81	"	"	MPS NW*	2.94	2.28	15 Four Wkly	"	IDL SS	1.03	.77	30 T,W,F,Sa
"	IDL S	2.40	1.77	Th	"	LGA NW*	2.93	2.35	15 Four Wkly	"	IDL AF	1.09	.82	30 Dly
Kindu, Belg. Congo	IDL S	2.40	1.77	Th	"	PIT NW*	2.90	2.33	15 Four Wkly	"	BOS W*	1.18	.90	20
Kington, Jamaica	MIA SI	19	14	10 Frequently	"	PDX NW*	2.80	2.18	15 Four Wkly	"	IDL K	1.15	.83	15 Dly except Su
"	LGA SI	28	23	10 Frequently	"	SFO NW*	2.80	2.18	15 Four Wkly	"	UL T	.97	.73	"
"	BOS W*	20	15	10	"	SEC NW*	2.80	2.18	15 Four Wkly	"	QY T	.82	.63	"
"	BUI CS	30	25	15 T,Th,Sa	La Paz, Bolivia	DCA NW*	3.01	2.33	15 Four Wkly	"	EWRT C	.70	.60	35
"	CHI CS	32	27	15 T,Th,Sa	"	MIA P	1.15	.85	15 M,T,W,F,Sa	London, Ont.	LGA T*	2.14	.85	10 Dly
"	YIP CS	32	27	15 T,Th,Sa	"	MSY P	1.31	.98	15 M,T,W,F,Sa	Canada	IDL	1.16	.85	10 Dly
"	ELD CS	32	27	15 T,Th,Sa	"	HOU P	1.38	1.02	15 Dly	Luxemburg	LGA C*	1.14	.84	30
"	GRW CS	32	27	15 T,Th,Sa	"	BRO P	1.32	.99	15 M,T,Th,F,Sa	"	DCA C*	1.14	.84	30
"	HOT CS	32	27	15 T,Th,Sa	"	CRP P	1.33	1.01	15 Dly	Luxor, Egypt	LGA AO*	1.90	1.42	15 Dly
"	HOU CS	30	25	15 T,Th,Sa	"	NLD P	1.20	.90	15 Su,M,W,Th	"	BOS AO*	.87	1.40	15 T,Sa
"	IND CS	31	26	15 T,Th,Sa	"	LAX P	1.49	1.12	15 Su,M,W,Th	"	LGA BO	.70	1.38	20
"	JAN CS	29	24	15 T,Th,Sa	"	LGA SI	1.23	.92	20 Frequently	Lydda, Israel	LGA TR	.98	1.27	15
"	LIT CS	31	26	15 T,Th,Sa	Laos, Philippines	EWRT C	1.42	1.24	15 Frequently	"	HFD TR	1.02	1.27	15
"	MEMCS	29	24	15 T,Th,Sa	"	SFO PH	2.60	1.98	15 W,Sa	"	IDL SS	.98	1.27	15 W,F
"	MPS NW*	2.90	2.33	15 T,Th,Sa	"	SGF PH	2.60	1.98	15 W,Sa	"	EWRT C	1.18	.90	25
"	PDK CS	30	25	15 T,Th,Sa	"	LGA PH	2.63	2.15	15 W,F	Lyon, France	IDL K	1.63	1.12	15
"	PIA CS	32	27	15 T,Th,Sa	"	LAX W*	2.60	1.90	20	"	IDL AF	1.68	.87	20 Dly
"	STL CS	31	26	15 T,Th,Sa	"	PDX W*	2.60	1.90	20	"	BOS W*	1.18	.90	20
"	SHV CS	31	26	15 T,Th,Sa	"	SEC W*	2.60	1.90	20	"	LGA C*	1.29	.93	20
"	HUF CS	32	27	15 T,Th,Sa	Legazpi, Philippines	SFO PH	2.60	1.98	15 W,Sa	"	DCA C*	1.20	.93	30
"	TOL CS	32	27	15 T,Th,Sa	"	ELR PH	1.99	1.35	15 W,Sa	"	LGA AO*	1.29	.98	15 T,F,Sa
"	MECS	33	28	15 T,Th,Sa	"	LGA PH	2.63	2.15	15 W,F	"	BOS AO*	1.28	.96	15 F
"	MKECS	33	28	15 T,Th,Sa	"	LAX W*	2.60	1.90	20	Maastricht, Netherlands	LGA AO*	1.17	.86	15 T,F,Sa
"	SGF CS	32	27	15 T,Th,Sa	"	PDX W*	2.60	1.90	20	"	LGA P	1.52	.85	15 Dly
"	EWRT C	25	22	25 Frequently	Leopoldville, Belgian Congo	SEC W*	2.60	1.90	20	"	MIA P	1.20	.90	15 Dly
Manama, Kenya	LGA AO*	2.25	1.71	15 Dly	"	BOS P	2.22	1.67	15 M,Th	"	MSY P	1.31	.98	15 Dly
B.E.A.	BOS AO*	2.25	1.69	15 T,Sa	"	LGA AO*	2.23	1.75	15 T,F,Sa	"	HOU P	1.64	.90	15 Dly
Nadi, Alaska	SEC P	.88	.35	15	"	BOS AO*	2.35	1.73	15 F	"	BRO P	1.50	.90	15 Dly
Manzanilla, Mexico	SFO PH	2.60	1.98	15 W,Sa	"	IDL S	2.25	1.69	20	"	CRP P	1.50	.90	15 Dly
"	LGA PH	2.63	2.15	15 W,F	"	IDL AF	2.25	1.69	20	"	NLD P	1.59	.90	15 Dly
"	HJR PH	1.89	1.36	15 W,Sa	"	IDL AF	2.25	1.69	20	"	LAX P	1.89	.90	15 Dly
"	PDX W*	2.60	1.90	20	Lethbridge, Alb., Can.	BOS AF	2.22	1.67	30 Thrice Wkly	Madrid, Spain	LGA AO*	1.14	1.05	15 Dly
"	SEC W*	2.60	1.90	20	"	CTB W	.04	.10	10 Dly	"	BOS AO*	1.31	1.03	15 T,Sa
Meer, Czech	LGA AO*	1.46	1.13	15 T,F,Sa	"	IDL AF	2.15	1.61	20	"	LGA SI	1.22	.99	25 Frequently
"	BOS AO*	1.45	1.11	15 F	Libreville, Fr. Eq. Af.	BOS AF	2.12	1.59	20	"	HFD TR	1.20	.90	10
Kuwait, Kuwait	IDL BO	1.91	1.43	20	"	IDL S	1.14	.84	15 Th	"	DCA C*	1.11	.81	30
Kristiansand, Norway	IDL SS	1.26	.87	T,Sa	Liège, Belgium	IDL S	1.14	.84	15 Th	"	LGA BO	1.13	.83	20 Su,T,Th
"	IDL K	1.19	.83	15 Dly except Su	Lima, Peru	MIA P	.99	.74	15 Dly	"	IDL AF	1.13	.83	20
"	IDL S	1.15	.84	Th	"	MSY P	1.07	.82	15 Dly	"	BOS AF	1.10	.81	20
Manning, China	CHI NW*	3.01	2.35	15 Four Wkly	"	HOU P	1.10	.84	15 Dly	"	LGA TW	1.13	.83	20 Dly except Su
"	CLE NW*	3.04	2.37	15 Four Wkly	"	BRO P	1.10	.84	15 Dly	"	BOS TW	1.10	.81	20 F
"	YIP NW*	3.03	2.36	15 Four Wkly	"	CRP P	1.10	.84	15 Dly	"	CHI TW	1.19	.90	20
"	LAX NW*	2.85	2.23	15 Four Wkly	"	NLD P	1.24	.95	15 Dly	"	YIP TW	1.17	.88	20
"	MKE NW*	3.01	2.35	15 Four Wkly	"	IDL PI	1.19	.85	15 Dly	"	IDL K	1.34	1.01	15 W,Sa
"	MPS NW*	2.90	2.33	15 Four Wkly	"	IDL PI	1.13	.85	20 T,W,F,Sa	"	EWRT C	1.05	.75	25
"	LGA NW*	2.90	2.33	15 Four Wkly	"	DCA PI	1.09	.83	10 T,W,F,Sa	"	IDL S	1.34	1.01	15 Th
"	PIT NW*	2.90	2.33	15 Four Wkly	"	LGA SI	1.06	.84	10 Frequently	Magangue, Colombia	MIA P	.62	.35	15 Su,T,F
"	PDX NW*	2.85	2.23	15 Four Wkly	"	MIA SI	.97	.73	10 Frequently	"	BRO P	1.02	.75	15 Su,M,F
"	SFO NW*	2.85	2.23	15 Four Wkly	"	HOU B	1.10	.84	20 Su,T,Th	"	HOU P	1.12	.85	15 Su,M,F
"	SEC NW*	2.85	2.23	15 Four Wkly	"	IND B	1.10	.85	20 Su,T,Th	"	CRP P	1.13	.85	15 Su,M,F
"	DCA NW*	2.06	2.38	15 Four Wkly	"	LDR B	1.11	.85	20 Su,T,Th	"	NLD P	1.14	.85	15
La Ceiba, Honduras	MSY TA	.49	.37	M,W,F	"	MSY B	1.07	.82	20 Su,T,Th	"	LAX P	1.39	.90	15 Su,T,Sa
"	MEX TA	.36	.28	T,Th,Sa	"	SAT B	1.10	.84	20 Su,T,Th	Malmo, Sweden	IDL AF	1.26	.88	20 Dly
Lagos, Nigeria	BOS AO*	2.01	1.50	15 T,Sa	"	CHI B	1.13	.87	20 Su,T,Th	"	BOS AF	1.23	.86	20 Dly
"	LGA BO	1.84	1.38	20 Dly except W	"	CRP B	1.10	.84	20 Su,T,Th	"	LGA AO*	.25	.88	15 Su,T
"	IDL AF	1.84	1.38	20 Thrice Wkly	"	DAL B	1.11	.85	20 Su,T,Th	"	LGA TR	1.05	.80	12
"	BOS AF	1.81	1.36	20	"	FTW B	1.11	.85	20 Su,T,Th	"	HFD TR	1.05	.80	12
La Guaira, Venezuela	LGA P	.65	.54	15 Dly	"	HAV B	.98	.73	10 Su,T,Th	"	IDL SS	1.25	.88	20 W,F
"	MSY P	.67	.54	15 Dly	Liabon, Portugal	EWRT C	1.20	1.00	15 Frequently	Malta, Malta	CRP AO*	1.45	1.15	15 Dly
"	HOU P	.68	.66	15 Dly	"	LGA AO*	1.01	.76	15 Dly except S	"	BOS AO*	1.42	1.13	15 T,Sa
"	BRO P	.90	.10	15 Dly	"	BOS P	.98	.74	15 T	"	LGA BO	1.37	.97	20 Su,T,Th
"	NLD P	1.11	.84	15 Dly	"	BOS AO*	1.41	1.11	15 Dly	Managua, Nicaragua	MIA P	.51	.37	15 Dly
"	CRP P	.92	.63	15 Dly	"	BOS AO*	1.35	1.09	15 Dly	"	MSY P	.47	.35	15 Twice Daily
"	LAX P	1.30	.90	15 Dly	"	HFD TR	1.15	.70	25 Frequently	"	HOU P	.47	.39	15 Twice Daily
"	MIA K	.47	.34	15 Su,T,Th,Sa	"	LGA TR	1.15	.70	10	"	CRP P	.47	.39	15 Twice Daily
"	MSY K	.66	.53	10 Frequently	"	LGA C*	.99	.79	30	"	NLD P	.81	.37	15 Dly
"	MIA SI	.47	.34	10 Frequently	"	DCA C*	.99	.79	30	"	LAX P	.66	.51	15 Dly
"	LGA C*	.64	.52	30	"	LGA BO	1.05	.81	20 Su,T,Th	"	LGA EA	.61	.44	20
"	BUI CS	.67	.44	15 T,Th,Sa	"	IDL AF	1.09	.82	20 Twice Wkly	"	MIA EA	.44	.30	20
"	CHI CS	.69	.45	15 T,Th,Sa	"	BOS AF	1.06	.80	20	"	MSY TA	.48	.35	M,W,F
"	YIP CS	.69	.45	15 T,Th,Sa	"	LGA TW	1.01	.76	20 Dly except Su	"	MEX TA	.61	.36	T,Th,Sa
"	ELD CS	.68	.45	15 T,Th,Sa	"	BOS TW	.98	.74	20 F	Manaos, Brazil	LGA	1.24	.90	15 Su,W,Th
"	EWRT C	.67	.45	15 T,Th,Sa	"	YIP TW	1.08	.81	20	"	MSY P	1.48	.90	15 M,T,F
"	FWA CS	.69	.45	15 T,Th,Sa	"	CHI TW	1.07	.82	20	"	HOU P	1.63	.90	15 W,F,Sa
"	GRW CS	.66	.43	15 T,Th,Sa	"	IDL K	1.41	1.06	15 W,Sa	"	BRO P	1.67	.90	15 W,F,Sa
"	HOT CS	.67	.43	15 T,Th,Sa	Liverpool, England	EWRT C	1.00	.75	15 Dly	"	NLD P	1.55	.90	15
"	HOU CS	.67	.43	15 T,Th,Sa	"	LGA AO*	.99	.70	15 T,Sa	"	LAX P	1.79	.90	15 S,M,Th
"	IND CS	.68	.45	15 T,Th,Sa	Loja, Ecuador	MIA P	.82	.61	15 T					
"	JAN CS	.66	.43	15 T,Th,Sa	"	MSY P	.90	.69	15 M					

INTERNATIONAL CARGO TABLES—Continued

RATES (See Note)					RATES (See Note)					RATES (See Note)							
Destination	Airport and Airline	(Per 100 Lbs.)	(Per 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	(Per 100 Lbs.)	(Per 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	(Per 100 Lbs.)	(Per 100 Lbs.)	Per \$100 Value	Depart
Manchester, England	LGA AO*	1.03	.79	.15	Dly	Merida, Mexico	MIA P	.25	.10	.15	Twice Daily	Bosnia, Yugoslavia	BOS AF	1.14	.88	.20	T.F.
"	BOS AO*	1.00	.77	.15	M.T.Sa	"	MSY P	.22	.10	.15	Twice Daily	"	IDL K	1.19	.88	.15	T.F.
Manila, Philippines	IDL K	1.20	.97	.15	Th.Sa	"	HOU P	.01	.15	.15	Dly	Munich, Germany	LGA P	1.28	.92	.15	Dly
"	LAX P	2.50	1.88	.15	M.T.F.Sa	"	BRO P	.53	.15	.15	Dly	"	BOS P	1.25	.92	.15	Dly
"	SFO P	3.50	1.88	.15	M.T.F.Sa	"	CRP P	.56	.15	.15	Dly	"	LGA AO*	1.30	.95	.15	T.F.Sa
"	PDX P	2.50	1.88	.15	"	"	LAX P	.92	.15	.15	Dly	Naga, Philippines	BOS AO*	1.27	.94	.15	M.F.
"	SEC P	2.50	1.88	.15	"	"	DAL B	.56	.15	.15	Dly	"	SFO PH	2.60	1.98	.15	W.Sa
"	LGA P	2.89	2.32	.15	M.T.F.Sa	"	FTW B	.56	.15	.15	Dly	"	LGA PH	1.80	1.36	.15	W.Sa
"	BOS P	2.88	2.50	.15	M.T.F.Sa	"	LRD B	.42	.15	.15	Dly	"	LAX W*	2.60	1.90	.20	W.F.
"	SFO PH	2.50	1.88	.15	W.Sa	Mexico City, Mexico	SAT B	.49	.15	.15	Dly	"	PDX W*	2.60	1.90	.20	"
"	HJR PH	1.79	1.28	.15	W.Sa	"	LAX P	.13	.15	.15	Dly	"	SEC W*	2.60	1.90	.20	"
"	LGA PH	2.73	2.15	.15	W.F.	"	MIA P	.44	.32	.15	Twice Daily	Nairobi, Kenya	LGA AO*	2.31	1.73	.15	Dly
"	EDF NW	2.40	1.80	.15	Four Wkly	"	MSY P	.61	.15	.15	Dly	"	LGA AO*	2.28	1.71	.15	T.Sa
"	CHI NW	2.66	2.00	.15	Four Wkly	"	HOU P	.13	.15	.15	Dly	"	LGA RO	2.27	1.70	.20	Sa,T,Th
"	CLE NW	2.69	2.02	.15	Four Wkly	"	BRO P	.11	.15	.15	Dly	"	IDL AF	3.03	2.29	.20	"
"	YIP NW	2.68	2.01	.15	Four Wkly	"	CRP P	.12	.15	.15	Dly	"	BOS AF	3.02	2.27	.20	"
"	LAX NW	2.50	1.88	.15	Four Wkly	"	LAX P	.25	.15	.15	Dly	Naknek, Alaska	SEC P	.65	.23	.15	"
"	MKEN NW	2.66	2.00	.15	Four Wkly	"	MSY TA	.61	.46	.15	M.W.F.	"	SFO BO*	1.75	1.31	.15	"
"	MPS NW	2.64	1.98	.15	Four Wkly	"	DAL A	.20	.15	.15	Dly	Nandi, Fiji	SFO BC	1.75	1.31	.15	Su,Th
"	LGA NW	2.73	2.03	.15	Four Wkly	"	DAL B	.36	.15	.15	Dly	"	HJR BC	1.04	.78	.15	Su,Th
"	PIT NW	2.70	2.03	.15	Four Wkly	"	LRD B	.24	.15	.15	Dly	"	VR BC	1.85	1.39	.15	M.S.
"	PDX NW	2.50	1.88	.15	Four Wkly	"	FTW B	.36	.15	.15	Dly	Nanking, China	CHI NW*	2.72	2.03	.15	Four Wkly
"	SFO NW	2.50	1.88	.15	Four Wkly	"	SAT B	.40	.15	.15	Dly	"	CLE NW*	2.74	2.07	.15	Four Wkly
"	SEC NW	2.50	1.88	.15	Four Wkly	"	LAX A	.38	.15	.15	Dly	"	YIP NW*	2.73	2.06	.15	Four Wkly
"	DCA NW	2.71	2.03	.15	Four Wkly	"	ELP A	.35	.15	.15	Dly	"	MKE NW*	2.79	2.05	.15	Four Wkly
"	LAX W*	2.50	1.80	.20	"	"	SAT A	.20	.15	.15	Dly	"	MPS NW*	2.69	2.03	.15	Four Wkly
"	SEC W*	2.50	1.80	.20	"	"	"	"	"	"	"	"	LGA NW*	2.78	2.10	.15	Four Wkly
"	SEC K*	2.50	1.80	.20	"	"	"	"	"	"	"	"	PIT NW*	2.75	2.08	.15	Four Wkly
Manizales, Colombia	MIA P	.65	.44	.15	Dly	Meynawaran, Bulacan, Philippines	SFO PH	2.50	1.88	.15	W.Sa	"	PDX NW*	2.55	1.93	.15	Four Wkly
"	MSY P	1.04	.79	.15	Dly	"	HJR PH	1.79	1.28	.15	W.Sa	"	SEC NW*	2.85	1.93	.15	Four Wkly
"	HOU P	1.15	.80	.15	Dly	"	LGA PH	2.73	2.08	.15	W.F.	"	DCA NW*	2.76	2.08	.15	Four Wkly
"	BRO P	1.07	.79	.15	Dly	"	LAX W*	2.50	1.80	.20	"	"	LAX NW*	2.55	1.93	.15	Four Wkly
"	CRP P	1.09	.80	.15	Dly	Midway Island	SEC W*	2.50	1.80	.20	"	"	SFO NW*	2.55	1.93	.15	Four Wkly
"	NLD P	1.09	.80	.15	Dly	"	SFO P	1.18	.89	.15	Four Wkly	Naples, Italy	LGA AO*	1.51	1.17	.15	T.F.Sa
"	LAX P	1.34	.94	.15	Dly	"	PDX P	1.18	.89	.15	Four Wkly	"	BOS AO*	1.50	1.15	.15	F
Manila, Ecuador	MIA P	.80	.60	.15	M.T.Sa	"	SEC P	1.18	.89	.15	"	Nassau, Bahamas	MIA P	.07	.05	.15	Twice Dly
"	HOU P	.88	.68	.15	Sa,W,F	"	OAK TR	1.06	.67	.15	"	"	EWR TC	.14	.12	.15	Frequently
"	BRO P	.91	.70	.15	M.F.	Milan, Italy	IDL AF	1.30	.98	.20	"	"	LGA P	1.45	.95	.15	Dly
"	CRP P	.91	.70	.15	Sa,W,F	"	BOS AF	1.28	.96	.20	"	"	HOU P	1.25	.95	.15	Dly
"	NLD P	.91	.70	.15	M.F.	"	LGA SW	1.28	.96	.20	"	"	MSY P	1.45	.95	.15	Dly
"	LAX P	1.24	.94	.15	Tu,Th,Sa	"	BOS AO*	1.39	1.04	.15	F	"	HOU P	1.62	.95	.15	Dly
Manzanillo, Culiacan, Maracaibo, Venezuela	MIA P	.15	.11	.15	Dly	"	LGA AO*	1.39	1.06	.15	T.F.Sa	"	BRO P	1.54	.95	.15	Dly
"	MIA P	.44	.32	.15	Dly	"	IDL S	1.30	.96	.15	Th	"	CRP P	1.57	.95	.15	Dly
"	MSY P	.81	.66	.15	Dly	Minatitlan, Mexico	LGA TR	1.00	.85	.15	"	"	NLD P	1.80	.95	.15	Dly
"	HOU P	.80	.62	.15	Dly	"	MIA P	.81	.65	.15	Dly	"	LAX P	1.80	.95	.15	Dly
"	BRO P	.83	.67	.15	Dly	"	MSY P	.47	.15	.15	Dly	"	MIA SI	1.24	1.12	.20	Frequently
"	CRP P	.83	.67	.15	Dly	"	HOU P	.44	.15	.15	Dly	"	LGA SI	1.33	1.21	.20	Weekly
"	NLD P	1.03	.80	.15	Dly	"	BRO P	.47	.15	.15	Dly	"	EWR TC	1.40	1.20	.20	Frequently
"	LAX P	1.37	.94	.15	Dly	"	CRP P	.48	.15	.15	Dly	Niamey, Fr. W. Af.	IDL AF	2.06	1.55	.20	Weekly
"	MIA K	.44	.33	.15	Sa,T,Th,Sa	"	LAX P	.39	.15	.15	Dly	"	BOS AF	2.02	1.53	.20	"
"	MIA SI	.47	.32	.15	Frerequently	Miami, Labo, Philippines	SFO PH	2.60	1.98	.15	W.Sa	Nice, France	LGA AO*	1.27	.98	.15	Dly
"	LGA SI	.56	.40	.15	Frerequently	"	HJR PH	1.89	1.38	.15	W.Sa	"	BOS AF	1.27	.98	.15	T.Sa
"	DCA C*	.78	.60	.30	"	"	LGA PH	2.63	2.15	.15	W.F.	"	IDL S	1.23	.93	.15	Th
Maribham, Finland	LGA AO*	1.50	1.05	.15	Su,T,Th	"	LAX W*	2.60	1.90	.20	"	"	IDL SS	1.67	1.12	.20	W.F.
"	BOS AO*	1.47	1.02	.15	Th	Montego Bay, Jamaica	SEC W*	2.60	1.90	.20	"	"	IDL AF	1.23	.89	.20	Dly
Marcelles, France	LGA AO*	1.23	.96	.15	Dly	Monter, Colombia	MIA P	.20	.15	.15	Dly	"	BOS AF	1.20	.87	.20	Dly
"	BOS AO*	1.20	.94	.15	T.Sa	"	MSY P	1.03	.78	.15	Dly	"	LGA BO	1.23	.89	.20	Sa,T,Th
"	LGA C*	1.21	.91	.15	Dly	"	HOU P	1.13	.78	.15	Dly	Nome, Alaska	SEC P	.55	.23	.15	Sa,T,W,F
"	DCA C*	1.20	.87	.30	"	"	BRO P	1.13	.78	.15	Dly	"	OAK TR	.74	.44	.15	"
"	LGA BO	1.23	.89	.20	Sa,T,Th	"	CRP P	1.16	.78	.15	Dly	North Bay, Ont., Canada	LGA T*	2.64	.755	.10	Dly
"	IDL SS	1.65	1.11	.20	W.F.	"	NLD P	1.15	.78	.15	Dly	Noumea, New Caledonia	LAX P	2.01	1.52	.15	W.Sa
"	IDL AP	1.23	.89	.20	Dly	Monterrey, Mexico	LAX P	1.40	.78	.15	Dly	"	SFO P	2.01	1.52	.15	W.Sa
"	BOS AF	1.20	.87	.20	Dly	"	DAL A	.15	.15	.15	Dly	"	PDX P	2.01	1.52	.15	Dly
"	IDL K	1.23	.89	.15	W	"	ELP A	.18	.15	.15	Dly	"	SEC P	2.01	1.52	.15	Dly
"	IDL S*	1.26	.95	.15	Th	"	LAX A	.31	.15	.15	Dly	Nueva Gerona (Isle of Pines), Cuba	MIA EA	.14	.10	.15	Dly
Manila, Philippines	SFO PH	2.60	1.98	.15	W.Sa	"	SAT A	.09	.15	.15	Dly	Nueva Ocotepesqui, Honduras	MSY TA	.50	.38	.15	M.W.F.
"	HJR PH	1.89	1.36	.15	W.Sa	"	FTW B	.27	.15	.15	Dly	"	MEX TA	.37	.29	.15	Th,Sa
"	LGA PH	2.63	2.15	.15	W.F.	"	DAL B	.27	.15	.15	Dly	Nuevo Laredo, Mexico	DAL B	.07	.06	.10	Dly
"	LAX W*	2.60	1.90	.20	"	"	LRD B	.13	.15	.15	Dly	"	FTW B	.07	.06	.10	Dly
"	PDX W*	2.60	1.90	.20	"	"	SAT B	.20	.15	.15	Dly	"	SAT B	.04	.03	.10	Dly
"	SEC W*	2.60	1.90	.20	"	Montevideo, Uruguay	LGA P	1.62	.93	.15	Dly	"	LRD B	.04	.03	.10	Dly
Matrin, Venezuela	LGA P	.62	.52	.15	Dly	"	MIA P	1.61	.89	.15	Dly	"	HOU B	.07	.06	.10	Dly
"	MIA P	.56	.40	.15	Dly	"	MSY P	1.65	.93	.15	Dly	"	CHI B	.13	.12	.10	Dly
"	MSY P	.97	.65	.15	Dly	"	HOU P	1.76	.93	.15	Dly	Oaxaca, Mexico	MIA P	.71	.55	.15	Dly
"	BRO P	1.07	.71	.15	Dly	"	BRO P	1.68	.93	.15	Dly	"	MSY P	.68	.50	.15	Dly
"	CRP P	.98	.68	.15	Dly	"	LAX P	1.71	.93	.15	Dly	"	HOU P	.38	.30	.15	Dly
"	NLD P	1.02	.68	.15	Dly	"	CRP P	1.72	.93	.15	Dly	"	BRO P	.30	.30	.15	Dly
"	CRP P	1.17	.71	.15	Dly	"	LAX P	1.98	.93	.15	Dly	"	CRP P	.30	.30	.15	Dly
"	MIA K	.58	.40	.15	Dly	"	MIA SI	1.41	.88	.20	Frequently	"	LAX P	.76	.55	.15	Dly
Mauritius	IDL AF	3.78	2.84	.20	Weekly	"	LGA SI	1.51	.93	.20	Frequently	Okinawa	EDF NW	2.35	1.76	.15	Four Wkly
"	BOS AF	3.75	2.81	.20	"	"	EWR TC	1.55	.93	.20	Frequently	"	CHI NW	2.66	2.00	.15	Four Wkly
Mayaguez, Puerto Rico	EWR TC	.35	.20	.15	Frequently	Montreal, Que., Canada	LGA C*	.12	.12	.15	Dly	"	CLE NW*	2.69	2.02	.15	Four Wkly
Mayaguez, Cuba	MIA P	.17	.13	.15	"	"	BOS AO*	1.69	1.24	.15	Th	"	LAX NW*	2.60	1.88	.15	Four Wkly
Massilia, Mexico	HOU P	.55	.40	.15	Dly	Moscow, USSR	IDL SS	1.72	1.28	.20	T.W,F,Sa	"	MKEN NW	2.66	2.00	.15	Four Wkly
"	CRP P	.50	.35	.15	Dly	"	LGA P	1.61	1.24	.15	T	"	MPS NW	2.66	2.00	.15	Four Wkly
"	LAX P	.45	.34	.15	Dly	Moscow, Brazil	MIA P	1.24	.93	.15	T	"	LGA NW	2.73	2.05	.15	Four Wkly
"	MIA P	.59	.40	.15	Dly	"	MSY P	1.48	.93	.15	Su	"	PIT NW	2.70	2.03	.15	Four Wkly
"	MSY P	.67	.42	.15	Dly	"	HOU P	1.61	.93	.15	Su	"	LGA NW	2.50	1.88	.15	Four Wkly
"	BRO P	.70	.54	.15	Dly	"	BRO P	1.61	.93	.15	Sa	"	SFO NW*	2.50	1.88	.15	Four Wkly
"	CRP P	.70	.54	.15	Dly												

INTERNATIONAL CARGO TABLES—Continued

RATES (See Note)					RATES (See Note)					RATES (See Note)							
Destination	Airport and Airline	Per 100 Lb.	Per 100 Lb.	Per 100 Lb.	Depart	Destination	Airport and Airline	Per 100 Lb.	Per 100 Lb.	Per 100 Lb.	Depart	Destination	Airport and Airline	Per 100 Lb.	Per 100 Lb.	Per 100 Lb.	Depart
Oran, Algeria	LGA AO*	1.47	1.17	15	Dly	Pereira, Colombia	MIA P	64	43	15	Dly	Quibdo (cont'd)	NLD P	1.21	1.15	15	
"	BOS AO*	1.44	1.15	15	T.Sa	"	MSY P	1.03	1.03	15	Dly	"	LAX P	1.46	1.15	15	Th
"	IDL AF	1.38	1.04	20	Six Weekly	"	HOU P	1.14	1.06	15	Dly	Quito, Ecuador	MIA P	.74	.55	15	Dly
Oruro, Bolivia	BOS AF	1.38	1.01	20		"	BRO P	1.06	1.06	15	Dly	"	MSY P	.82	.85	15	Dly
"	MIA P	1.18	.88	15	Dly except Sa	"	CRP P	1.09	1.09	15	Dly	"	HOU P	.85	.85	15	Dly
"	MSY P	1.34	1.01	15	Dly except F	Pisa, Italy	NLD P	1.08	1.08	15	Dly	"	BRO P	.85	.85	15	Dly
"	HOU P	1.39	1.04	15	Dly	"	LAX P	1.33	1.33	15	Dly	"	CRP P	.85	.85	15	Dly
"	BRO P	1.35	1.01	15	Dly except Sa	Pointe Noire	IDL SW	1.08	.86	20		"	NLD P	1.11	1.11	15	
"	CRP P	1.36	1.02	15	Dly	Fr. Eq. Africa	IDL AF	2.34	1.78	20	Weekly	Rabat, Fr.	LAX P	1.18	.89	15	Dly
"	NLD P	1.35	1.13	15		Ponce, Puerto Rico	BOS AF	2.31	1.73	20		"	MIA SI	.73	.33	10	Frequently
Oelo, Norway	LAX P	1.51	.83	15	Dly except F	"	EWRT TC	.30	.30		Frequently	"	LGA SI	.82	.62	10	Frequently
"	LGA AO	1.29	.83	15	Th	Popayan, Colombia	MIA P	68	46	15	Dly	"	IDL AF	1.55	1.16	20	Dly
"	BOS AO*	1.17	.81	15	Th	"	MSY P	1.03	1.03	15	Dly	"	BOS AF	1.52	1.14	20	
"	IDL S	1.20	.83		Th	"	HOU P	1.14	1.06	15	Dly	Rangoon, India	LGA BO	2.36	2.10	20	Sa,T,Th
"	LGA TR	1.00	.82	124		"	BRO P	1.06	1.06	15	Dly	Recife (Pernambuco)	LGA P	1.48	1.48	15	Dly
"	HFD TR	1.00	.82	124		"	NLD P	1.09	1.09	15	Dly	"	MSY P	1.50	1.50	15	Dly
"	LGA C*	1.18	.81	30		"	CRP P	1.09	1.09	15	Dly	"	HOU P	1.50	1.50	15	Dly
"	DCA C*	1.18	.81	30		"	LAX P	1.33	1.33	15	Dly	"	BRO P	1.56	1.56	15	Dly
"	LGA BO	1.20	.83	20	Sa,T,Th	Port au Prince, Haiti	MIA P	.17	.18	15	Dly	"	NLD P	1.56	1.56	15	Dly
"	IDL SW	1.20	.83	20	Ta	"	CRP P	.31	.44	15	Dly	"	LAX P	1.56	1.56	15	Dly
"	IDL AF	1.20	.83	20	Six Weekly	"	MIA K	.25	.19	15	T.F.	"	MIA SI	2.5	1.15	20	Frequently
"	BOS AF	1.17	.81	30		"	EWRT TC	.45	.35		Frequently	"	LGA SI	1.45	1.25	20	Frequently
"	IDL K	1.20	.83	20	M,T,W,Th,F	Port Bell, Uganda	LGA BO	2.18	1.94	20	Sa,T,F	Regina, Sask.	LGA T*	7.00	2.5	10	Dly
"	EWRT TC	1.00	.80	25		"	MIA K	.25	.18	10		"	IDL AF	2.01	2.78	20	Weekly
Ostrava, Czechoslovakia	LGA AO*	1.39	1.06	15	T.F.Sa	Port of Spain, Trinidad	LGA P	.58	.49	15	Dly	Reunion Island	BOS AF	3.67	2.75	20	Weekly
"	BOS AO*	1.38	1.04	15	T.F.	"	MSY P	.56	.43	15	Dly except T	"	LGA AO	.77	.88	15	Sa,T,Th
Ottawa, Ont., Canada	LGA C	16			Dly	"	HOU P	1.08	.71	15	Dly	"	BOS AO*	.74	.55	15	Th
Palembang, N.E.I.	LGA BO	2.68	2.36	20		"	BRO P	1.00	.67	15	Dly	"	EWRT TC	.68	.60		Frequently
Palermo, Italy	LGA AO*	1.54	1.20	15	T.F.Sa	"	CRP P	1.03	.89	15	Dly	Rio de Janeiro, Brazil	LGA P	1.67	.88	15	Dly
"	BOS AO*	1.53	1.18	15	F	"	NLD P	1.20	1.20	15	Dly	"	MIA P	1.25	.80	15	Dly
Panama City, Panama	MIA P	.39	.29	15	Twice Dly	"	LAX P	1.41	1.41	15	Dly	"	MIA SI	1.25	.80	15	Dly
"	MSY P	.47	.37	15	Dly	"	MIA SI	.53	.39	10	Frequently	"	LGA P	1.68	.97	15	Dly
"	HOU P	.50	.39	15	Twice Dly	"	LGA SI	.64	.43	10	Frequently	"	HOU P	1.68	.97	15	Dly
"	BRO P	.50	.39	15	Twice Dly	"	MIA K	.56	.40	15	Sa,T,Th,Sa	"	BRO P	1.60	.93	15	Dly
"	CRP P	.50	.39	15	Twice Dly	Port Sudan, Ang. Eq. Sudan	EWRT TC	.45	.35		Frequently	"	CRP P	1.64	.94	15	Dly
"	NLD P	.66	.47	15		Brasilia, Brazil	LGA BO	1.87	1.40	20	Sa,T	"	NLD P	1.67	.94	15	Dly
"	LAX P	.82	.48	15	Dly	"	LGA P	1.52	.89	15	Dly	"	LAX P	1.64	.94	15	Dly
"	MSY TA	.64	.49		M,W,F	"	MIA P	1.52	.89	15	Dly	"	MIA SI	1.25	.79	20	Frequently
"	MEX TA	.53	.38		T,Th,Sa	"	MSY P	1.09	1.03	15	Dly	"	LGA SI	1.25	.79	20	Frequently
"	IDL PI	.51	.40	10	T.F.Sa	"	HOU P	1.58	1.11	15	Dly	"	EWRT TC	1.25	.84		Frequently
"	DCA PI	.49	.38	10	T.F.Sa	"	BRO P	1.58	1.11	15	Dly	Roberts Field, Liberia	IDL AF	2.04	1.53	20	Twice Weekly
"	LGA SI	.38	.28	10	Frequently	"	CRP P	1.50	1.03	15	Dly	"	MSY P	1.32	.99	15	Sa
"	MIA SI	.47	.37	10	Frequently	"	NLD P	1.85	1.06	15	Dly	"	MSY P	1.44	1.08	15	Th
"	MIA K	1.41	1.62	15	T.Sa	"	LAX P	2.14	1.15	15	Dly	"	HOU P	1.49	1.13	15	Th
Paramaribo, Surinam	LGA P	.77	.89	15	Dly	"	MIA SI	1.49	.84	20	Frequently	"	BRO P	1.49	1.09	15	F
"	MIA P	.73	.61	15	Dly	"	LGA SI	1.49	.89	20	Frequently	"	CRP P	1.48	1.10	15	F
"	MSY P	1.14	.74	15	Dly	"	EWRT TC	1.45	.89		Frequently	"	LAX P	1.58	1.19	15	Th
"	HOU P	1.23	.79	15	Dly	Prague, Czechoslovakia	LGA P	1.30	.93	15	Dly	"	BOS AF	2.01	1.51	20	Sa,T,Sa
"	BRO P	1.15	.75	15	Dly	"	BOS P	1.27	.91	15	Sa,F	"	IDL SS	1.27	.88		W,F
"	CRP P	1.15	.76	15	Dly	"	LGA AO*	1.32	1.00	15	T.F.Sa	Rome, Italy	LGA AO*	1.47	1.15	15	T.F.Sa
"	NLD P	1.23			Th	"	BOS AO*	1.31	.93	15		"	BOS AO*	1.47	1.13	15	F
"	LAX P	1.48	1.15	15	Dly	"	IDL S	1.30	.93	25	Frequently	"	LGA SI	1.50	.90	25	Frequently
"	MIA K	.73	.81	15	T.F.Sa	"	LGA TR	1.00	.85	124		"	IDL S	1.33	.85		Th
"	LGA AO*	1.09	.82	15	T.F.Sa	"	HFD TR	1.00	.85	124		"	LGA TR	1.05	.90	15	Dly
"	BOS AO*	1.06	.80	15	T.F.Sa	"	IDL SW	1.00	.85	124		"	HFD TR	1.05	.90	15	Dly
"	LGA SI	1.20	.79	35	Frequently	"	LGA C*	1.28	.91	30		"	IDL SW	1.12	.90	15	Dly
"	IDL S	1.12	.82		Th	"	DCA C*	1.28	.91	30		"	LGA C*	1.30	.90	20	Sa,T,Th
"	LGA TR	.86	.70	124		"	LGA BO	1.30	.93	30	M.T.Sa	"	LGA BO	1.33	.93	20	Sa,T,Th
"	IDL SW	.91	.74	20		"	IDL SS	1.30	.93	30	W,F	"	IDL SS	1.79	1.20	20	W,F
"	DCA C*	1.13	.81	30		"	IDL AF	1.27	.91	20	Dly except W	"	IDL AF	1.33	.95	20	Dly
"	LGA BO	1.09	.82	20	Sa,T,Th	"	BOS AF	1.27	.91	20	Dly except W	"	BOS AF	1.30	.92	20	Dly
"	IDL SS	1.83	1.04	20	W,F	"	EWRT TC	1.00	.85	25	Dly except Su	"	IDL K	1.33	.95	15	M,Th,F
"	IDL AF	1.69	.82	20	Dly	"	MIA P	.20	.15	15	Dly	"	LGA TW	1.33	.95	20	Dly
"	BOS AF	1.06	.80	15	Dly except Su	Preston, Cuba	LGA RO	.96	.72	20	T.F.	"	BOS TW	1.30	.93	20	W,F
"	LGA TW	1.09	.82	20	Dly	"	LGA AO	.96	.72	15	T.F.	"	PHL TW	1.34	.97	20	M,Sa
"	BOS TW	1.06	.80	20	M,W	Prentwick, Scotland	BOS AO	.93	.70	15	F	"	YIP TW	1.37	1.00	20	Sa
"	PHL TW	1.10	.84	20	M,Sa	"	IDL SS	.96	.72	20	T,W,F,Sa	"	CHI TW	1.39	1.02	20	Sa
"	DCA TW	1.11	.85	20	M,Sa	"	UL T	.90	.67	20		"	DCA TW	1.39	1.02	20	Sa
"	YIP TW	1.13	.87	20	Sa	"	IDL SW	.81	.65	20		"	LGA P	1.33	.95	15	
"	CHI TW	1.15	.89	20	Sa	"	IDL K	.98	.72	15	Dly except Su	"	BOS P	1.30	.93	15	
"	LGA P	1.09	.82	15		"	DAL B	.41	.41	17	Dly	"	EWRT TC	1.30	.93	15	
"	BOS P	1.08	.80	15		"	PTW B	.41	.41	17	Dly	"	LGA P	1.33	.95	15	
"	EWRT TC	.43	.63	15		"	LRD B	.34	.34	17	Dly	"	BOS P	1.30	.93	15	
Parnahyba, Brazil	MIA P	1.19			Sa,T	"	EAT B	.34	.34	17	Dly	"	EWRT TC	1.30	.93	15	
"	MIA P	1.19			Sa,T	Puerto Cabezas, Nic.	MEX TA	.60	.47		M,W,F	"	LGA AO*	1.47	1.15	15	T.F.Sa
"	MSY P	1.38			Th,Sa	"	MEX TA	.49	.38		T,Th,Sa	"	IDL AF	2.54	2.20	20	Twice Weekly
"	HOU P	1.56			Sa,Th	Puerto Cortes, Hond.	MSY TA	.49	.37		M,W,F	"	BOS AF	2.51	2.18	20	Twice Weekly
"	BRO P	1.48			Th,Sa	"	MEX TA	.49	.37		T,Th,Sa	"	MIA P	.78	.58	15	Th,Sa
"	CRP P	1.51			Th,Sa	Puerto Princesa, Philippines	SFO PH	2.60	1.98	20	W,Sa	"	MSY P	.86	.66	15	W,F
"	NLD P	1.50			Th,Sa	"	HUR PH	2.60	1.98	20	W,Sa	"	HOU P	.89	.68	15	W,F
"	BOS AF	1.67			W,Sa	"	LGA PH	2.63	2.15	20	W,F	"	BRO P	.89	.68	15	W,F
Paste, Colombia	MIA P	.74	.50	15	Dly	"	LAX W*	2.60	1.90	20		"	CRP P	.89	.68	15	W,F
"	MSY P	1.15			Dly	"	PDX W*	2.60	1.90	20		"	NLD P	1.12	.85	15	
"	HOU P	1.26			Dly	Puerto Suarez, Bolivia	MIA P	1.32	.99	15	Sa	"	LAX P	1.12	.85	15	T,Th
"	BRO P	1.18			Dly	"	MSY P	1.44	1.08	15	F	"	LGA BO	2.47	1.85	15	T,Th,Sa
"	CRP P	1.21			Dly	"	BRO P	1.45	1.09	15	F	Salt, Argentina	MIA P	1.29	.88	16	Sa,T,F
"	NLD P	1.20			Dly	"	LAX P	1.48	1.10	15	F	"	HOU P	1.46	1.10	15	M,Th,F
"	LAX P	1.45			Dly	"	HOU P	1.49	1.12	15	F	"	BRO P	1.42	1.07	15	M,Th,F
Peiping, China	CHI NW*	2.85	2.19	15	Four Weekly	"	CRP P	1.45	1.10	15	F	"	CRP P	1.44	1.08	15	M,Th,F
"	CLE NW*	2.88	2.21	15	Four Weekly	"	NLD P	1.61				"	BRO P	1.44	1.08	15	M,Th,F
"	YIP NW*	2.87	2.20	15	Four Weekly	Quibdo, Colombia	MSY P	1.14			Sa	"	LAX P	1.53			

INTERNATIONAL CARGO TABLES—Continued

RATES (See Note)					RATES (See Note)					RATES (See Note)							
Destination	Airport and Airline	Per 100 Lbs. (U.S.)	Per 100 Lbs. (Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	Per 100 Lbs. (U.S.)	Per 100 Lbs. (Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	Per 100 Lbs. (U.S.)	Per 100 Lbs. (Over 100 Lbs.)	Per \$100 Value	Depart
San Ignacio de Velasco, Bolivia	MIA P	1.28	.90	.15	So	San Salvador, Brazil	LGA P	1.58	.15	Dly		Stanleyville (cont'd)	BOS AO*	2.25	1.69	.15	T.Sa
"	MSY P	1.41	1.06	.15	F	"	MIA P	1.28	.15	Dly		"	IDL S	2.28	1.70	.15	T.Sa
"	HOU P	1.46	1.10	.15	F	"	MSY P	1.54	.15	Dly		Stavanger, Norway	LGA AO*	1.28	.91	.15	Th
"	BRO P	1.44	1.08	.15	F	"	HOU P	1.72	.15	Dly		"	BOS AO*	1.25	.89	.15	Th
"	CRP P	1.43	1.07	.15	F	"	BRO P	1.64	.15	Dly		St. John, N. B.	IDL SS	1.28	.89	.20	Tu, Sa
"	CRP P	1.44	1.08	.15	F	"	CRP P	1.67	.15	Dly		"	BOS T	2.14	.056	.15	Dly
"	NLD P	1.40	.15	.15	Th	"	NLD P	1.67	.15	Dly		St. John, Antigua, B.W.I.	LGA T	.20			Dly
"	LAX P	1.55	1.16	.15	Th	"	LAX P	1.67	.15	Dly		"	LGA P	.46	.41	.15	
San Jose, Bolivia	MIA P	1.31	.98	.15	So	"	MIA SI	1.19	.27	20	Frequently	"	MSY P	.45	.33	.15	
"	MSY P	1.43	1.07	.15	F	"	LGA SI	1.30	.37	20	Frequently	"	HOU P	1.19	.15	.15	
"	HOU P	1.46	1.11	.15	F	Seoul, Korea	EDF NW	2.30	1.73	.15	Four Wkly	"	BRO P	1.10	.15	.15	
"	BRO P	1.44	1.08	.15	F	"	CHI NW	2.36	1.92	.15	Four Wkly	"	CRP P	1.13	.15	.15	
"	CRP P	1.40	1.10	.15	F	"	CLE NW	2.29	1.94	.15	Four Wkly	"	NLD P	1.12	.15	.15	
"	NLD P	1.40	.15	.15	Th	"	YIP NW	2.28	1.94	.15	Four Wkly	"	LAX P	1.23	.15	.15	Dly
"	LAX P	1.55	1.17	.15	Th	"	LAX NW*	2.40	1.80	.15	Four Wkly	St. John, N. F.	LGA AO*	.42	.32	.15	Dly
San Jose, Costa Rica	MIA P	.50	.30	.15	Dly	"	MPS NW	2.54	1.92	.15	Four Wkly	"	BOS AO*	.39	.30	.15	M.Th, F
"	MSY P	.47	.37	.15	Dly	"	PIT NW	2.60	1.97	.15	Four Wkly	St. Lucia, B.W.I.	LGA P	.54	.47	.15	T.Sa
"	HOU P	.50	.30	.15	Dly	"	PDN NW*	2.40	1.80	.15	Four Wkly	"	MIA P	.53	.38	.15	Th
"	BRO P	.50	.30	.15	Twice Dly	"	SFO NW*	2.40	1.80	.15	Four Wkly	"	LAX P	1.05	.75	.15	Dly except So
"	CRP P	.50	.30	.15	Twice Dly	"	SEC NW	2.40	1.80	.15	Four Wkly	"	HOU P	1.15	.75	.15	Dly
"	NLD P	.77	.41	.15	Dly	"	DCA NW*	2.61	1.96	.15	Four Wkly	"	BRO P	1.07	.71	.15	Dly except So
"	LAX P	.78	.41	.15	Dly	"	LAX P	2.40	1.80	.15	Four Wkly	"	CRP P	1.10	.72	.15	Dly
"	MSY TA	.54	.39	.15	M.W.F.	"	SEC P	2.40	1.80	.15	Four Wkly	"	NLD P	1.18	.75	.15	Dly
"	MEX TA	.42	.31	.15	T,Th, Sa	"	LAX P	2.40	1.80	.15	Four Wkly	"	LAX P	1.30	.15	.15	Dly
San Jose, Mindoro, Philippines	SFO PH	2.60	1.98	.15	W.Sa	Shanghai, China	SEC P	2.40	1.80	.15	Four Wkly	St. Thomas, Virgin Is. (U.S.)	LGA P	.33	.29	.15	Dly
"	HJR PH	1.89	1.38	.15	W.Sa	"	LGA P	2.85	2.54	.15	T.Sa	"	MIA P	.22	.18	.15	Twice Dly
"	LGA PH	2.83	2.16	.15	W.F.	"	BOS P	2.83	2.52	.15	T.Sa	"	EWRTC	.35	.30	.15	Frequently
"	LAX W*	2.80	1.90	.20		"	LAX P	2.50	1.88	.15	So, T, W, F	Stockholm, Sweden	LGA AO	1.28	.89	.15	So, T, Th
"	SEC W*	2.80	1.90	.20		"	SFO P	2.50	1.88	.15	So, T, W, F	"	BOS AO	1.25	.87	.15	Th
San Juan, Puerto Rico	LGA P	.28	.26	.15	Dly	"	PDN P	2.50	1.88	.15	Th	"	LGA SI	1.40	.84	.25	Frequently
"	MIA P	.17	.15	.15	Thrice Dly	"	LBA BO	2.88	2.54	.20		"	LGA TR	1.05	.90	.12	Th
"	MIA RI	.27	.24	.10	Frequently	"	SFO PH	2.50	1.88	.15	W.Sa	"	HPD TR	1.05	.90	.12	Th
"	LGA RI	.35	.32	.10	Frequently	"	HJR PH	2.00	1.33	.15	W.Sa	"	LGA C*	1.35	.87	.30	Th
"	LGA TC	.30	.20			"	LGA PH	2.73	2.03	.15	W.F.	"	DCA C*	1.20	.87	.30	Th
"	EWRTC	.30	.20			"	IDL AF	2.85	2.54	.20		"	LGA BO	1.28	.89	.20	So, T, Th
San Pedro, Sula, Honduras	MSY TA	.48	.38	.15	M.W.F.	"	BOS AF	2.83	2.52	.20		"	IDL SS	1.28	.89	.20	W.F., Sa
"	MEX TA	.38	.27	.15	T,Th, Sa	"	EDF NW	2.35	1.76	.15	Four Wkly	"	IDL AF	.69	.20	.15	Dly
San Salvador, El Salvador	MIA P	.42	.31	.15	Dly	"	CHI NW	2.65	2.02	.15	Four Wkly	"	BOS AF	1.23	.88	.20	Dly except So
"	MSY P	.39	.29	.15	Twice Dly	"	CLE NW	2.69	2.02	.15	Four Wkly	"	EWRTC	1.15	.80	.25	Th
"	HOU P	.50	.38	.15	Dly	"	YIP NW	2.68	2.01	.15	Four Wkly	Stornoway, Scotland	LGA AO*	1.08	.81	.15	Dly
"	BRO P	.41	.30	.15	Dly	"	LAX NW*	2.61	1.95	.15	Four Wkly	"	BOS AO*	1.03	.79	.15	F
"	CRP P	.44	.32	.15	Dly	"	MPS NW	2.64	1.98	.15	Four Wkly	Stuttgart, Germany	LGA P	.25	.94	.15	Th
"	NLD P	.44	.32	.15	Dly	"	PIT NW	2.70	2.03	.15	Four Wkly	"	BOS P	1.22	.92	.15	Th
"	LAX P	.56	.45	.15	Dly	"	LGA NW	2.73	2.05	.15	Four Wkly	"	IDL K	1.23	.94	.15	Th, Sa
"	MSY TA	.39	.29	.15	M.W.F.	"	SFO NW*	2.50	1.88	.15	Four Wkly	Suva, Fiji Islands	LAX P	1.75	1.33	.15	M.T, Sa
"	MEX TA	.28	.20	.15	T,Th, Sa	"	DCA NW*	2.71	2.03	.15	Four Wkly	"	SFO P	2.35	1.77	.15	T.Sa
"	MIA P	.19	.10	.15	Dly	"	LAX W	2.50	1.80	.20		Sydney, Australia	PDN P	2.35	1.77	.15	T.Sa
Santa Cruz, Bolivia	MIA P	1.24	.93	.15	M.W.Sa	"	PDN W	2.50	1.80	.20		"	SEC P	2.30	1.77	.15	Th
"	MSY P	1.38	1.04	.15	So, T, F	"	SEC W	2.50	1.80	.20		"	LGA BO	3.41	2.56	.20	So, T, Th
"	HOU P	1.44	1.07	.15	So, T, F	"	IDL K	2.88	2.54	.15	M	"	SFO BC*	2.38	1.77	.15	Th
"	BRO P	1.39	1.04	.15	So, T, F	"	EWRTC	2.75	.30	Frequently	"	SPO BC	2.38	1.77	.15	So, AR, Th	
"	CRP P	1.41	1.06	.15	So, T, F	Shannon, Eire	OAK TR	2.74	1.70	.20		"	HJR BC	1.68	1.26	.15	M, AR, F
"	NLD P	1.44	.15	.15	Th	"	LGA P	.92	.69	.15	Dly	"	VR BC	2.47	1.83	.15	So, AR, Th
"	LAX P	1.53	1.15	.15	M, Th, Sa	"	BOS P	.89	.67	.15	Dly	Sydney, N. Z.	OAK TR	2.12	.33	.20	Dly
Santa Maria, Azores	LGA P	.78	.59	.15	Dly except T	"	LGA AO	.92	.69	.15	Dly	"	BOS T	2.49	.095	.20	Dly
"	BOS P	.75	.57	.15	T	"	LGA SI	.92	.69	.15	Dly	Tacloban, Philippines	SFO PH	2.60	1.98	.15	W.Sa
Santa Maria, Colombia	MIA P	.48	.33	.15	M.W.Sa	"	LGA TR	.68	.58	.10		"	HJR PH	2.83	2.15	.15	W.F.
"	MSY P	.95	.15	.15	So, T, F	"	HPD TR	.68	.58	.10		"	LAX W*	2.80	1.90	.20	Th
"	HOU P	1.14	.15	.15	So, T, F	"	LGA SW	.77	.61	.20		"	PDN W*	2.80	1.90	.20	Th
"	BRO P	1.06	.15	.15	So, T, F	"	LGA BO	.92	.69	.20		"	SEC W*	2.80	1.90	.20	Th
"	CRP P	1.09	.15	.15	So, T, F	"	IDL AF	.92	.69	.20		"	"	"	"	"	"
"	NLD P	1.08	.15	.15	Th	"	BOS AF	.89	.67	.20		"	"	"	"	"	"
"	LAX P	1.33	.15	.15	M, Th, Sa	"	LGA TW	.92	.69	.20	Dly	"	"	"	"	"	"
Santiago, Chile	MIA SI	.83	1.28	.20	Frequently	"	BOS TW	.89	.67	.20	W	"	"	"	"	"	"
"	LGA SI	.83	1.37	.15	Frequently	"	PHL TW	.83	.71	.20	M.Sa	"	"	"	"	"	"
"	MIA P	1.30	.88	.15	Dly	"	DCA TW	.94	.72	.20	M.Sa	"	"	"	"	"	"
"	MSY P	1.48	1.10	.15	Dly	"	CHI TW	.98	.76	.20	So	Talara, Peru	MIA P	.84	.63	.15	Dly
"	HOU P	1.50	1.12	.15	Dly	"	EWRTC	.75	.60	.25		"	MSY P	.92	.71	.15	Dly
"	BRO P	1.48	1.10	.15	Dly	Sian, China	CHI NW*	2.88	2.22	.15	Four Wkly	"	HOU P	.95	.73	.15	Dly
"	CRP P	1.48	1.11	.15	Dly	"	CLE NW*	2.91	2.24	.15	Four Wkly	"	CRP P	.95	.73	.15	Dly
"	NLD P	1.83	.15	.15	Dly	"	LAX NW*	2.90	2.23	.15	Four Wkly	"	NLD P	1.18	.97	.15	Dly
"	LAX P	1.90	1.20	.15	Dly	"	MPS NW*	2.86	2.20	.15	Four Wkly	"	LAX P	1.25	.97	.15	Dly
"	IDL PI	1.42	.99	.20	Tu, W.F., Sa	"	PDN NW*	2.85	2.27	.15	Four Wkly	"	DCA PI	.95	.73	.15	T, W.F., Sa
"	DCA PI	1.40	.97	.20	Tu, W.F., Sa	"	PIT NW*	2.92	2.25	.15	Four Wkly	"	IDL PI	.98	.74	.10	T, W.F., Sa
"	EWRTC	1.40	1.00	.15	Frequently	"	LGA NW*	2.92	2.25	.15	Four Wkly	Tamatave, Madagascar	IDL AF	3.50	2.63	.20	Weekly
Santiago, Cuba	MIA P	.18	.14	.15	Thrice Dly	"	SEC NW*	2.72	2.10	.15	Four Wkly	"	BOS AF	3.47	2.60	.20	Weekly
Sao Luis, Brazil	LGA P	1.20	.15	.15	Dly	"	DCA NW*	2.93	2.25	.15	Four Wkly	Tampico, Mexico	HOU P	.15	.11	.15	Dly
"	MSY P	1.38	.15	.15	Dly	"	LGA TR	2.45	1.87	.25	Frequently	"	BRO P	.10	.08	.15	Dly
"	HOU P	1.51	.15	.15	Dly	Singapore, Mal. St.	HPD TR	2.45	1.87	.25	Frequently	"	CRP P	.13	.10	.15	Dly
"	BRO P	1.43	.15	.15	Dly	"	OAK TR	2.29	1.84	.20		"	LAX P	.76	.55	.15	Dly
"	CRP P	1.46	.15	.15	Dly	"	LGA BO	2.58	2.29	.20	So, T, Th	Tananarive, Madagascar	IDL AF	3.44	2.58	.20	Weekly
"	NLD P	1.45	.15	.15	Dly	"	IDL AF	2.58	2.29	.20		"	BOS AF	3.41	2.55	.20	Weekly
"	LAX P	1.62	.15	.15	Dly	"	BOS AF	2.55	2.27	.20		Tangier, Morocco	LGA AO*	1.51	1.20	.15	Dly
Sao Paulo, Brazil	LGA P	1.42	.86	.15	Dly	"	IDL K	2.68	2.29	.18	Th	"	BOS AO*	1.48	1.18	.15	T.Sa
"	MIA P	1.33	.82	.15	Twice Dly	"	EWRTC	2.40	2.00	.15	Frequently	"	IDL AF	1.61	1.19	.20	Th
"	MSY P	1.56	.85	.15	Dly	Sima, Nicaragua	MSY TA	.55	.42	.15	M.W.F.	"	IDL S*	1.63	1.22	.15	Th
"	HOU P	1.78	1.04	.15	Dly	Sofia, Bulgaria	MEX TA	.43	.33	.15	T, Th, Sa	Tapachula, Mexico	MIA P	.42	.31	.15	Dly
"	BRO P	1.67	.96	.15	Dly	"	LGA AO*	1.61	1.25	.15	F	"	HOU P	.42	.31	.15	Dly
"	CRP P	1.70	.99	.15	Dly	Sourabaya, Java, N.E.I.	LGA AO*	2.98	2.23								

INTERNATIONAL CARGO TABLES—Continued

RATES (See Note)						RATES (See Note)						RATES (See Note)								
Destination	Airport and Airline	Per 100 Lbs. (U.S. Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Depart	Destination	Airport and Airline	Per 100 Lbs. (U.S. Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Depart	Destination	Airport and Airline	Per 100 Lbs. (U.S. Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Depart
Tegucigalpa (cont'd)	MSY P	44	32	15	Dly		Tangao (cont'd)	PIT NW*	2 80	2 13	15	Four Wkly		Vienna, Austria	LGA P	1 36	94	30	Dly	
"	HOU P	40	38	15	Dly		"	PDX NW*	2 60	1 98	15	Four Wkly		"	BOS P	1 23	94	30	Su,F	
"	BRO P	40	38	15	Dly		"	SFO NW*	2 60	1 98	15	Four Wkly		"	LGA AO*	1 23	1 05	15	T,Sa	
"	CRP P	40	38	15	Dly		"	SEC NW*	2 60	1 98	15	Four Wkly		"	BOS AO*	1 23	1 05	15	T,Sa	
"	NLD P	40	38	15	Dly		"	DCA NW	2 81	2 13	15	Four Wkly		"	LGA SI	1 25	80	25	Frequently	
"	LAX P	41	48	10	Dly		Tucuman, Argentina	MIA P	1 81	89	15	Sa,T,F		"	LGA TR	1 05	90	15	T,Sa	
"	MSY TA	44	32	15	M,W,F		"	MSY P	1 44	1 08	15	M,Th,Sa		"	LGA TR	1 05	90	15	T,Sa	
"	MEX TA	31	23	15	T,Th,Sa		"	HOU P	1 48	1 11	15	M,Th,Sa		"	LGA C*	1 24	94	30		
Tehran, Iran	LGA AO*	2 10	1 58	15	Dly		"	BRO P	1 44	1 08	15	M,Th,Sa		"	DCA C*	1 24	94	30		
"	BOS AO*	2 07	1 56	15	T,Sa		"	CRP P	1 48	1 10	15	M,Th,Sa		"	LGA BO	1 25	98	20	Sa,T,Th	
"	LGA SI	2 58	1 70	25	Frequently		"	NLD P	1 50	15	Tb		"	IDL AP	1 38	98	20			
"	LGA C*	1 83	1 37	30			"	LAX P	1 58	1 17	15	Sa,W,F		"	BOS AP	1 23	94	20		
"	DCA C*	1 83	1 37	30			Tuguegarao, Philippines	SFO PH	2 80	1 98	15	W,Sa		"	EWRT C	1 20	80	25		
"	LGA BO	1 88	1 39	20	Su,T,Th		"	HJR PH	1 89	1 25	15	W,Sa		Vigan, Philippines	SFO PH	2 80	1 98	15	W,Sa	
"	IDL AP	1 83	1 39	20	Weekly		"	LGA PH	2 83	2 15	15	W,F		"	HJR PH	1 89	1 25	15	W,Sa	
"	BOS AF	1 83	1 37	30			"	LAX W*	2 60	1 90	20		"	LGA PH	2 83	2 15	15	W,F		
"	IDL K	1 83	1 39	15	T,W,F,Sa		"	PDX W*	2 60	1 90	20		"	LAX W*	2 60	1 90	20			
"	IDL SS	1 83	1 39	20	Frequently		"	SFO W*	2 60	1 90	20		"	PDX W*	2 60	1 90	20			
"	EWRT C	1 70	1 39	20	Frequently		Tunao, Colombia	SEC W*	2 60	1 90	20		"	SEC W*	2 60	1 90	20			
Tel Aviv, Israel	LGA SI	2 25	1 80	25	Frequently		"	MIA P	72	49	15	Sa		Villahermosa, Mexico	MIA P	47	10	Dly		
Tela, Honduras	MSY TA	49	37	15	M,W,F		"	MSY P	1 14	15	P		"	MSY P	43	10	Dly			
Tientsin, China	SFO NW*	2 67	2 05	15	Four Wkly		"	HOU P	1 17	15	W,Sa		"	HOU P	43	10	Dly			
"	PDX NW*	2 67	2 05	15	Four Wkly		"	CRP P	1 20	15	W,Sa		"	BRO P	40	10	Dly			
"	PIT NW*	2 67	2 20	15	Four Wkly		"	NLD P	1 19	15	Tb		"	CRP P	43	10	Dly			
"	LGA NW*	2 90	2 22	15	Four Wkly		"	LAX P	1 19	15	Tb		"	LAX P	53	10	Dly			
"	CHI NW*	2 83	2 17	15	Four Wkly		"	LGA AO*	1 87	1 14	15	T,F,Sa		"	MIA P	65	44	10	Dly	
"	CLE NW*	2 86	2 19	15	Four Wkly		"	IDL AP	1 87	1 14	15	Tb		"	MSY P	1 12	10	Dly		
"	YIP NW*	2 85	2 18	15	Four Wkly		"	BOS AF	1 84	94	20	Four Wkly		"	HOU P	1 12	10	Dly		
"	LAX NW*	2 87	2 08	15	Four Wkly		"	MKE NW*	2 83	2 17	15	Four Wkly		"	BRO P	1 12	10	Dly		
"	MKE NW*	2 83	2 17	15	Four Wkly		"	IDL NW*	2 81	2 15	15	Four Wkly		"	CRP P	1 18	10	Dly		
"	MPS NW*	2 81	2 15	15	Four Wkly		"	LGA TW	1 37	97	20	M		"	NLD P	1 17	10	Dly		
"	DCA NW*	2 88	2 20	15	Four Wkly		"	HOU P	26	15	Dly		Vixby, Sweden	LAX P	1 42	10	Dly			
"	SEC NW*	2 67	2 05	15	Four Wkly		"	BRO P	18	15	Dly		"	IDL SS	1 84	93	20	T,W,F,Sa		
"	LGA BO	3 25	2 79	20			"	CRP P	21	15	Dly		"	LGA AO*	1 84	94	15	T,W,F,Sa		
"	BOS P	3 21	2 77	15	Sa		"	LAX P	74	18	Dly		"	BOS AO	1 31	91	15	Tb		
"	LAX P	3 35	2 78	15	W,F		Tuxtla Gutierrez, Mexico	MIA P	62	15	Dly except Sa		Wadi Haifa, Ang. Eg. Sudan	LGA BO	1 78	1 34	30	Sa,T,Th,Sa		
"	SFO P	2 35	1 76	15	W,F		"	MSY P	49	15	Dly except F		"	LAX P	1 54	1 18	20	Five Wkly		
"	PDX P	2 35	1 76	15	W,F		"	HOU P	40	15	Dly		Wake Island	SFO P	1 54	1 18	20	Five Wkly		
"	SEC P	2 35	1 76	15	W,F		"	BRO P	43	15	Dly except Sa		"	PDX P	1 54	1 18	20	Five Wkly		
"	EDF NW*	2 25	1 69	15	Four Wkly		"	CRP P	45	15	Dly		"	SEC P	1 54	1 18	20	Five Wkly		
"	CHI NW*	2 51	1 88	15	Four Wkly		"	LAX P	63	15	Dly except F		"	OAK TR	1 39	1 01	18	Su,F		
"	CLE NW*	2 54	1 91	15	Four Wkly		Usmumbura, Bel. Congo	IDL S	2 59	1 90	15	Tb	"	LGA AO*	1 43	1 04	15	Su,F		
"	YIP NW*	2 53	1 86	15	Four Wkly		"	MIA P	1 22	87	15	T,F	"	IDL SS	1 43	1 02	20	W,F		
"	LAX NW*	2 55	1 91	15	Four Wkly		"	MSY P	1 26	1 02	15	M,Th	"	IDL AP	1 43	1 07	20	W,F		
"	MPS NW*	2 49	1 87	15	Four Wkly		"	HOU P	1 42	1 06	15	M,Th	"	BOS AF	1 40	1 05	20			
"	LGA NW*	2 56	1 94	15	Four Wkly		"	BRO P	1 37	1 03	15	M,Th	"	IDL S*	1 42	1 03	20	Tb		
"	PDX NW*	2 55	1 91	15	Four Wkly		"	CRP P	1 40	1 05	15	M,Th	"	SEC P	35	14	10	Su,T,W,F		
"	SFO NW*	2 53	1 78	15	Four Wkly		"	NLD P	1 29	15	Su,W		Whitehorse, Canada	LGA A	20	10	Dly			
"	DCA NW*	2 56	1 92	15	Four Wkly		"	LAX P	1 83	1 14	15	Su,W	"	Windsor, Ont., Canada	LGA A	20	10	Dly		
"	OAK TR	1 80	1 31	104			Vancouver, B. C., Can.	SEC U	04	021	10	Dly	"	"	CHI A	12	10	Dly		
Toronto, Ont., Canada	LGA A	12	07	04	Dly		"	LGA T*	10	13	375	Dly	"	"	LGA T*	2 14	068	Dly		
"	LGA T*	1 78	041	10	Dly		"	LGA T*	10	13	375	Dly	"	"	CHI T	12	10	Dly		
Trinidad, Cuba	MIA P	15	11	15	Dly		"	SFO BO*	11	06	18	W,Sa	Winnipeg, Man., Can.	LGA T*	5 76	30	Dly			
Tripoli, Libya	LGA AO*	1 53	1 24	15	Dly		"	HJR BC	82	61	15		"	GFK W	04	15	Dly			
"	BOS BO	1 47	1 22	15	T,Sa		"	SFO BC	11	06	18		"	SEC P	45	15	15			
"	LGA BO	1 47	1 22	20	Sa,T,Th		Varadero, Cuba	MIA P	12	09	15	Dly	Yakutat, Alaska	SEC P	04	15	15			
Trondheim, Norway	IDL SS	1 29	88	20	T,Sa		Veracruz, Mexico	MIA P	67	15	Dly	"	Zamboanga, Philippines	SFO PH	2 60	1 98	15	W,Sa		
Trojillo, Honduras	MSY TA	51	39	20	M,W,F		"	MSY P	43	15	Dly	"	"	HJR PH	1 89	1 25	15	W,Sa		
"	MEX TA	38	30	20	T,Th,Sa		"	BRO P	38	15	Dly	"	"	LAX W*	2 60	1 90	20			
Tientsin, China	CHI NW*	2 79	2 13	15	Four Wkly		"	CRP P	31	15	Dly	"	"	PDX W*	2 60	1 90	20			
"	CLE NW*	2 82	2 15	15	Four Wkly		"	LAX P	70	15	Dly	"	"	SEC W*	2 60	1 90	20			
"	YIP NW*	2 81	2 14	15	Four Wkly		"	DAL B	45	15	Dly	"	"	LGA AO*	1 25	98	15	Dly		
"	LAX NW*	2 83	2 01	15	Four Wkly		"	FTW B	43	15	Dly	"	"	BOS AO	1 22	95	15	T,Sa		
"	MKE NW*	2 79	2 13	15	Four Wkly		"	LRD B	38	15	Dly	"	"	LGA SI	1 30	77	22	Frequently		
"	MPS NW*	2 77	2 11	15	Four Wkly		"	SAT B	38	15	Dly	"	"	IDL SS	1 20	89	20	T,W,F,Sa		
"	LGA NW*	2 86	2 18	15	Four Wkly		"	LGA P	1 69	20	Tb,Sa	"	"	LGA TR	1 20	80	124			
"	PIT NW*	2 83	2 18	15	Four Wkly		"	MSY P	1 69	20	Tb	"	"	LGA C*	1 18	87	30			
"	PDX NW*	2 63	2 01	15	Four Wkly		"	BRO P	1 78	20	Tb	"	"	DCA C*	1 18	89	20	Six Weekly		
"	SFO NW*	2 63	2 01	15	Four Wkly		"	CRP P	1 76	20	Tb	"	"	IDL AP	1 18	89	20			
"	SEC NW*	2 63	2 01	15	Four Wkly		"	NLD P	1 78	15	W	"	"	BOS AF	1 20	89	15	Dly except Sa		
"	DCA NW*	2 84	2 16	15	Four Wkly		"	LAX P	2 03	20	Tb	"	"	LGA BO	1 22	92	20	Su,T,Th		
Tsingtao, China	CHI NW*	2 76	2 10	15	Four Wkly		Victoria, B. C.	LGA T*	10	13	375	Dly	"	"	EWRT C	1 22	70	Frequently		
"	CLE NW*	2 79	2 12	15	Four Wkly		Victoria de las Tunas, Cuba	MIA P	15	11	10	Dly	"	"	LGA TW	1 20	90	20	Tb	
"	YIP NW*	2 78	2 11	15	Four Wkly		So. Rhodesia	LGA BO	2 47	1 85	20	Su,T,Th	"	"	DCA TW	1 21	91	20	T	
"	LAX NW*	2 80	1 98	15	Four Wkly															
"	MKE NW*	2 76	2 10	15	Four Wkly															
"	MPS NW*	2 74	2 08	15	Four Wkly															
"	LGA NW*	2 83	2 15	15	Four Wkly															

International Air Cargo Rates are a standard feature in AIR TRANSPORTATION. This is another typical service for air shippers who require up-to-the-minute data. The rates appearing in this issue were current at presstime.

AIR-X-PRESSING THE NEWS

THE BIG SNOW in the western part of the country early this year brought some unusual jobs for Air Express. The hurry call received by a sporting goods store in Helena, Montana was typical. The request came from the manager of a department store in Seattle, Washington, who asked for "your entire stock of sleds." Always willing to oblige a snowbound neighbor, the Helena store called REA to pick up a consignment of 108 brand-new sleds. They were air-expressed to Seattle for eventual delivery to the snow-struck youngsters of the Northwest metropolis.

CALIFORNIA leads all other states in number of certificated Air Express offices, a recent survey by the Air Express Division of Railway Express Agency indicated. The Golden State ranks first with 115 air-port offices, followed by New York, 111; Pennsylvania, 89; Ohio, 83, and Texas, 59.

WHEN the REA agent in the industrial city of Anderson, South Carolina, reported that he had dispatched a record 12,800 pounds of Air Express over a 16-day period, the *Anderson Independent* considered the news so significant that it ran an 8-column banner headline clear across the top of Page One—above the paper's regular masthead—to tell the good news. Biggest forwardings by Air Express were made by manufacturers of tapestry materials, special purpose cloths used in coat linings, and nationally advertised men's wearing apparel.

A "TRIPPER," in the parlance of the Air Express Division of REA, has little to do with the traditional tourist. Rather, it refers to the motor truck service that speeds Air Express between the airport and the business districts of the 1,300 offices served directly by Air Express. In New York City, for example, more than 70 trips a day are coordinated with scheduled airline flight arrivals and departures at the three airports serving the metropolitan area.

IN THE BORDER COMMUNITY of Malone, New York, Joe was just another robin buffeted by winter's winds . . . just another robin, that is, until the day a cat attacked him and broke his wing. Then his plight got nationwide publicity when a Malone florist, who befriended the lonely robin after he found him outside his window on New Year's Day, arranged for the sturdier wings of Air Express to fly the injured chirper to Miami. Flown from Malone, where 300 people turned out to wish Joe goodbye, the air-traveling robin received first class attention at New York's La Guardia Field as he was transferred to a Miami-bound plane. Hours later he was delivered to a Miami florist who promised his Northern confrere that he would keep a friendly eye on Joe until he was chirping normally again.

Seven new planes completed ...at a cost of \$4.30!



New planes can't fly without control cable, and this manufacturer needed some—fast. He got it the same way he regularly gets many supplies and parts—by Air Express. Ordered in A.M., delivered to plant same day. 500 miles, 28 lbs., Air Express charge only \$4.30. So production continued without a break.



\$4.30 included pick-up and delivery at no extra charge—and receipt for shipment. All this, plus the world's fastest shipping service. That's Air Express—used with profit by every business.



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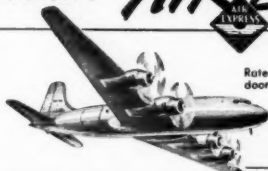
22 lbs. of new fashions goes 700 miles for \$1.73.
6-lb. carton of new jewelry line goes 1,000 miles for \$2.24.
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Only Air Express gives you all these advantages: Special pick-up and delivery at no extra cost. You get a receipt for every shipment and delivery is proved by signature of consignee. One-carrier responsibility. Assured protection, too—valuation coverage up to \$50 without extra charge. Practically no limitation on size or weight. For fast shipping action, phone Air Express Division, Railway Express Agency. And specify "Air Express delivery" on orders.

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ODOM DOES IT AGAIN!

BILL ODOM, world-famous flyer, with his Beechcraft Bonanza at Wichita, Kansas. After setting a world mark for a nonstop flight in a single-engine plane, Bill's prepared to break it with a hop from Honolulu to Teterboro, New Jersey. He's confident, too!



THE BONANZA, christened the *Waikiki Beech*, turns out to be just another piece of air cargo as it is loaded aboard the Pan Am airfreighter, *Northern Light*. It was a smooth ride all the way.



BILL DOES IT—and how! Thirty-six hours after taking off at Honolulu, Odom lands at Teterboro. Total distance was 5,300 miles, including a 220-mile detour to avoid nasty weather in his path.



ATTIRED IN A BUSINESS SUIT and freshly shaven, the record-smasher tells of some of his experiences over the mike. What next, Bill?

THIS MONTH'S LESSON IN AIR SHIPPING

(Continued from Page 8)

PAL: Highway 66

Highway 66 may or may not have been an old trail route from the East to the West in the old days, but the work on the new part of the road east of the Tucumcari city limits came to an abrupt stop, just as if Indians had attacked the workers on Friday.

Bowen and McLaughlin, the contractors, had a breakdown on the rock crusher. Some 20 men were laid off and some 16 pieces of equipment were standing idle, all because of the breakdown to the rock crusher. Repairs were not expected for several days as parts had to be located first.

The necessary parts were located in Dallas and Wichita Falls and the suggestion that they could be flown from both cities on Pioneer Air Lines was made and within five hours' time the needed parts were in Tucumcari and back on the rock crusher and the crew of men had returned to work and the idle equipment had also returned to the job.

So although the days of the Indians raiding the road workers have gone, there is still means of getting romantic ideas into the prosaic job of building roads. Airplanes coming to the rescue may soon be the theme of movies instead of the olden days' United States Cavalry.

Sabena: Hosiery

AIR shipment can be of great value in a speculative market subject to rapid, and often violent fluctuations. Exports of nylon hosiery by air are a good example of air transport's usefulness to buyers, shippers and ultimate foreign retailers of a product, the price of which fluctuates rapidly in the U. S. markets. Sabena has been handling nylon hosiery shipments to various European countries and into Africa for several American exporters. The need is always for speed in delivery. Delay of even a few days in the customs of some importing nation may spell disaster to all profits.

Nylon hosiery is highly speculative in foreign markets, partly because of the sudden fluctuations in the United States market and partly because of the artificially created shortages abroad. European countries produce rayon hosiery and, although it is by no means as satisfactory to wearers as nylon, official restrictions are applied to limit nylon imports as much as possible and thereby aid home industry. This means that importers and wholesalers abroad are unable to accumulate stocks which

might lead ultimately to some degree of price stabilization.

Fluctuations of the market in the United States are sometimes as much as \$1.50 or more a dozen within a few days or a week. Nylons of 51-gauge, 15-denier, may sell at \$11 a dozen one day, \$11.50 a few days later, and then drop to as little as \$9.75 a dozen. The retailers abroad must buy at the lowest possible price and then sell quickly. Otherwise, if the market should drop suddenly in the United States, a competitor, across the street or next door might offer the same quality at a considerably lower price. Because of this, nylon hosiery is shipped as quickly as possible to destination, and air is the means.

Shipments on Sabena have ranged from a few pounds to a consignee up to one lot which weighed 2,600 pounds for an importer-wholesaler in Milan, Italy. Destinations have been in most European countries, including Belgium, France, Switzerland, Czechoslovakia and Italy. A few small lots of nylons have gone to the Belgian Congo and some substantial cargoes are being shipped to Teheran.

In some quarters there are predictions that the nylon market in the United States will presently stabilize sufficiently to greatly reduce the currently violent price fluctuations. In that case the predictions go on to suggest that the speed of air delivery will no longer be so necessary as it is today. While this might occur, the fact that supply is always far below demand in Europe because of import restrictions, might very well keep the European markets in a continued state of speculation for some time.

KLM: Gold

Speed is undoubtedly the major factor in air transportation. In the long run a time saver is also a money saver even if the initial output is slightly higher than slower means.

There are many individual examples which illustrate the saving of lives by supplying of drugs and pharmaceutical products in time. Many other examples prove that today's world trade needs to have their products on the market in time. Speedy transportation offers numerous advantages especially the elimination of price fluctuations in respective markets between two trade centers.

Let us call your attention to the gold market—today, in commercial business, gold is moved by air only, thus provid-

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ing an extra advantage of greater lucrativeness to the gold trader.

Many articles which were unsuitable for a slower means of transportation such as vegetables, meats and other perishables are now transported to all parts of the world by air.

MCA: Roses and Chicks

The speed of air cargo has provided many businesses with a shot-in-the-arm . . . has revolutionized merchandising, and has contributed in other ways to our economic life.

It also built a completely new industry recently down in Tyler, Texas, the famed "rose capital."

Before Mid-Continent Airlines first flew to Tyler in February, 1947, millions of rose blooms wilted in the fields around the city, neglected as useless by-products of a big-time trade in bushes and plants.

Reason: the roses would have to be

cut while still wet with early morning dew, then processed five hours before shipment—and no existing surface transportation could get them to out-state markets while the bloom was still on the stem.

Enter air cargo, which made possible overnight shipment of the perishable cut roses to markets throughout the middle-west—as far east as Chicago, west to Denver, north to Kansas City and Minneapolis-St. Paul, and south to Houston.

Result: Tyler's cut roses were boosted from the status of a neglected sideline to a business headliner.

Traffic in baby chicks relies on the speed of air cargo for the very existence of its precious cargo.

Recently, in a single day, 10,000 baby chicks were hatched at 4:00 a.m. on a farm 90 miles from Kansas City, trucked to that MCA point later that morning for air shipment to Mexico City, via Houston. Thirty-six hours later they were in the hands of the consignee in that foreign capital—in sound condition.

And, throughout the entire journey, no feeding problem to cope with, since baby chicks live on their own yolks 72 hours from hatching.

The traffic in baby chicks is a commonplace and "big" item in MCA's air cargo business, because shippers can avoid feeding costs and achieve speed in delivery. And they have discovered that the mortality rate on such cargo averages less than two percent.

That, in an eggshell, describes the importance of the speed of air cargo to the baby chick traffic.

American: Papers and Films

Two New York newspapers (The Times and Herald-Tribune) are shipped nightly from New York to Los Angeles, Chicago, Detroit, St. Louis, Washington and other cities. The Los Angeles-bound newspapers leave each night on the one-stop Mercury flight, which arrives at LA early in the morning. (It leaves La Guardia at 11:59 p.m.) The newspapers go on sale at Los Angeles newsstands at 9:00 a.m.—virtually the same time as they are being sold in New York. The same is true for the other cities. The speed undoubtedly has benefited the newspapers, because four of the New York dailies trebled their out-of-town circulations during 1948.

The motion picture people are relying more and more on the use of air freight and air express. By using this type shipment, the movie people can get their prints from one city to another overnight, so that a movie shown in Chicago, for instance, can be shown in New York the following day. By using the same print, the motion picture producers can reduce the number of prints they have made up, thus saving themselves money.

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Markets for Airborne Seafoods

By

Dr. Spencer A. Larsen

Dr. William Reitz

Katherine K. Burgum

PART III

THE average consumption of fresh fish and shellfish is about 6.89 pounds, corresponding to 906.5 million pounds national annual consumption. When divided into nine major geographical regions for the convenience of the prospective air shipper, it is readily apparent that the highest consumption is in the tidewater states, especially the New England, Middle and South Atlantic and Pacific Coast states, averaging 11.2, 10.4, 7.3 and 8.5 pounds per capita, respectively. The remainder of the regions, mostly interior states, are low per capita consumers although a good share of the country's population is found there. In the West North Central states the consumption is estimated at only 3.3 pounds. Thus the contrast between fresh fish consumption in Massachusetts of 12.8 pounds, New York of 12.4 and New Jersey of 11.9 with that of such remote states as North Dakota, at 2.5 pounds and Kansas, at 2.8 pounds, is highlighted.

Contrary to United States census tradition, urban population as used in this study includes only those living in places of 10,000 and more, while rural population is defined as all others. The 1940 census lists 1,077 places having a population of 10,000 or more. This method of separation is regarded as being helpful to prospective air cargo operators, as the larger urban centers are most likely to benefit first from

airborne shipments and proportionately more than the rural population.

The respective columns of Table 1 (which appears in the unabridged volume of this study) show that 62,716 million urbanites consume an average of 11.35 pounds of fresh fish annually, while 68,953 million of their rural brethren eat not more than 2.82 pounds per head in a year. The bulk of fresh fish and shellfish in the amount of 700 million pounds goes to the city populations.

In the process of making these computations it was noted that the 199 cities of the United States having a population of 100,000 or more, and representing approximately one-third of the nation's total population are estimated to consume 613.8 million pounds of fresh fish, or 67.7 percent of the national total. This is considered of some significance to the prospective air shipper, as these 199 cities already are for the most part on established commercial air routes or at least have airport facilities inviting to the free-lance operator. In these metropolitan areas, also, are the mar-

keting and local transport facilities for the handling of fresh fish.

In presenting these consumption figures it should be borne in mind that they refer to fresh fish traded in fresh and frozen fish market outlets. They do not include fresh fish caught for home use, estimated to average two pounds per capita, or fish canned or otherwise processed. They are based primarily on pre-war conditions of consumption.

Furthermore, it must be kept in mind that catch is usually in pounds of round or whole fish. There is considerable loss in weight from round to drawn or dressed or market weight and further loss when net edible weight is considered. On an average this shrinkage is estimated to be about 50 percent. The shrinkage ratio for different contingents of fish varies of course greatly. For fish prepared into fillets the loss is 67 percent. In the case of bi-valve shellfish, such as oysters, clams, scallops, the catch figure represents the weight of meats, and the production is 100 percent edible. For lobsters, the net yield of meat is less than 20 percent; for shrimp, the average is about 26 percent; for Eastern crabs, 14; and Western crabs, 24 percent.

To obtain a more detailed analysis of fresh fish consumption in urban localities, particularly in that part of the country which would benefit most from



AIRBORNE HADDOCK TENDERLOINS hit the spotlight with pretty American Airlines stewardesses helping things along a bit.



PLIOFILM-WRAPPED COLUMBIA RIVER SALMON displayed by a couple of United Air Lines cargomen. There are profits ahead!

development of airborne seafood, surveys were made of the fish-eating habits of the residents of Kansas City, Chicago and Detroit.

Information sought included the frequency with which fish is eaten, reasons for comparatively low consumption, preferences as to fresh and frozen fish and potential consumption under optimum conditions of marketing, as well as familiarity and preferences by species.

A total of 733 persons were interviewed or polled by questionnaires in the three cities. The total was broken down as to sex, age groups, religion, na-

tionality, race, and income groups in order that the answers might be properly categorized and the conclusions correctly weighted with respect to the population as a whole.

While the sampling was comparatively small, it was carefully done with an eye to maintaining the correct balance of the aforementioned population characteristics.

Interesting features of these surveys are the relations between income and seafood purchases, and the division of seafood consumption as between fresh and salt water species and between fin

and shellfish. As might have been expected, families in the higher income brackets bought proportionately more fish. And as certainly was to have been expected, fresh water fish considerably outsold salt water species, in the order of two to one in Kansas City and five to one in Chicago.

Other surveys of fresh fish consumption in urban areas tend to substantiate the estimates arrived at in the preceding sections, showing the marked influence of population proximity to fish production centers on seafood consumption. Some of the outstanding localities with respect to high consumption are Norfolk, Virginia, 43.3 pounds; Boston, 26.7 pounds; Baltimore, 22.5; and Mobile, 21.5. At the other end of the scale are Lansing, Michigan, 4.3 pounds; Minneapolis, 4.5; Indianapolis, 6.0, and Milwaukee, 6.4. The study from which these figures are quoted, however, is confined to the eastern one-third of the United States.

From the foregoing presentations there can be little doubt that fresh fish consumption in the United States is far below the levels found in many other countries; that the fairly high per capita figures of the coastal cities are more than discounted by the subnormal consumption rates of interior communities; and that the rural contingents of all sections further pull down the national average.

What are the reasons for this condition, where an abundance of nourishing protein food, freely supplied by nature on three coasts and throughout the interior, is not universally accepted by the consumer?

Whole volumes could be written on the reasons underlying the low per capita consumption of fresh fish and shellfish in the United States, but the major cause can be summed up in two short words: *poor quality*.

This is not to say that all of the so-called fresh fish sold in this country today is of poor quality. But it is to



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say that too much of the fish sold out side of the areas of production is of distinctly inferior quality, and that little of the fish sold outside of the immediate vicinity of its catch can be considered top quality product.

Surveys made of the fresh-fish eating habits of consumers in various cities show that they are most inclined to eat the product which originates in that area, that in most instances fish shipped in from some distant production point is second choice on the menu. Reason: quality.

Deterioration of a fish sets in early and advances rapidly, once it is removed from its native water. Refrigeration retards this bacteriological decomposition, but does not halt it.

The effect of age on fish was the subject of study by a British Food Investigation Board. A committee representing vessel owners and fish merchants translated the deterioration of freshly-caught fish into a scale of prices for various ages of fish. Price depreciation, as a result of quality deterioration, was fixed at five percent for each successive day until the 12th day. No attempt was made to extend the scale past the 12th day and for obvious reasons.

Using this scale, it is found that fish are priced at 100 percent within the first day, but at the conclusion of the first 24-hour period, their economic worth has dropped five percent. By the end of the second day the value has declined an additional five percent. With many fishing boats remaining at sea from five to 10 days, it becomes evident that by the time some fish are landed they have suffered as much as a 25 to 46 percent loss in value, accord-

ing to the British scale. A 12-day-old fish is valued at only 47.5 percent of a freshly-caught specimen.

The British table is given below:

Age	Value (%)
Less than 1 day	100
1	95
2	90
3	85
4	80
5	75
6	70
7	65
8	61.5
9	58
10	54.5
11	51
12	47.5

It should be mentioned that this scale

is a price scale rather than a bacteriological scale.

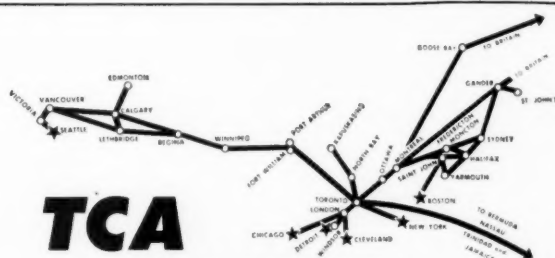
With the British table in mind, consider then the conservative estimate that the average "fresh" ocean fish served in a Midwestern home is normally eight to 12 days old. It cannot be otherwise under present conditions.

(Continued Next Issue)

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AIR FRANCE, which never has overlooked the vast field of air cargo, has come up with a list of principal commodities airfreighted over its world-wide network, in the order of traffic.

1. Manufactured items: (a) materials, Paris creations, lingerie, millinery, shirts; (b) optical, electrical, radio, precision, and surgical instruments; (c) watches, costume jewelry; (d) leather goods, gloves, shoes, perfumes, furs; (e) books, paper, printed matter; (f) tools, parts, hardware.
2. Perishable fruits, vegetables, flowers, fish.
3. Newspapers, magazines, films, radio transcriptions, phonograph records.
4. Precious items: objects of art, stamps, securities, precious metals.
5. Live animals, victuals, butter, eggs, cheese.
6. Medicines.
7. Relief packages.
8. All types of merchandise which require speed.

The French national airline is doing well freight-wise. Its transatlantic cargoes have been going up and up; and, according to reports from Paris, the routes between France and North Africa are especially busy these days. Fact is, several all-cargo planes were added to the fleet in that part of the world. Air France operates *Constellations* on its transatlantic runs.

Applying to both international and domestic segments of the TWA route, cargo rates may now be calculated on the basis of the lowest tariff between points of origin and destination, regardless of routing. According to S. E. Russ, manager, cargo sales-international for the airline, a 70-pound shipment from Cairo to San Francisco arriving at any of TWA's five co-terminal points will receive the lowest rate between the Egyptian city and any co-terminal point. In this case, it is the Boston rate of \$129.50, as compared with the New York rate of \$130.20. Charges for the domestic portion of the routing are then based upon the lowest rate existing between any co-terminal point and point of destination (New York to San Francisco).



S. E. Russ

The TWA tariff rules have been revised to provide that valuation charges between overseas points and any United States co-terminal city apply equally to any domestic city on the TWA line. This does away with an additional air freight valuation charge on the United States segment of the international shipment, although the airline's liability remains the same during the domestic portion as during the overseas portion of the shipment.

Seaboard and Western Airlines will inaugurate service between the United States and Zurich this Spring. The international air freight carrier has been serving Geneva since it started operations in 1947. The addition of Zurich to S&W's stops will bring the line's total to 16.

Specific commodity rates to Zurich include perfumes, essential oils and cosmetics, leather goods, machinery and machine parts, musical boxes and instruments, lace and embroideries, mechanical pens and pencils, shoes, over-shoes, slippers, straw braid manufactures, clocks, watches and watch parts, yarns, drugs and chemicals, agricultural equipment, and automotive and aircraft parts.

Also, specific commodity rates for some 30 classes of merchandise, including drugs, chemicals, clocks, agricultural equipment, automotive and aircraft parts, cosmetics, wearing apparel, foodstuffs, and furs, have been established between New York and Milan. New special commodity rates have been set for newspapers and periodicals between New York and Frankfurt, Geneva, Paris, and Zurich; and glassware and ceramics between New York and Brussels, Frankfurt, Milan, and Paris.

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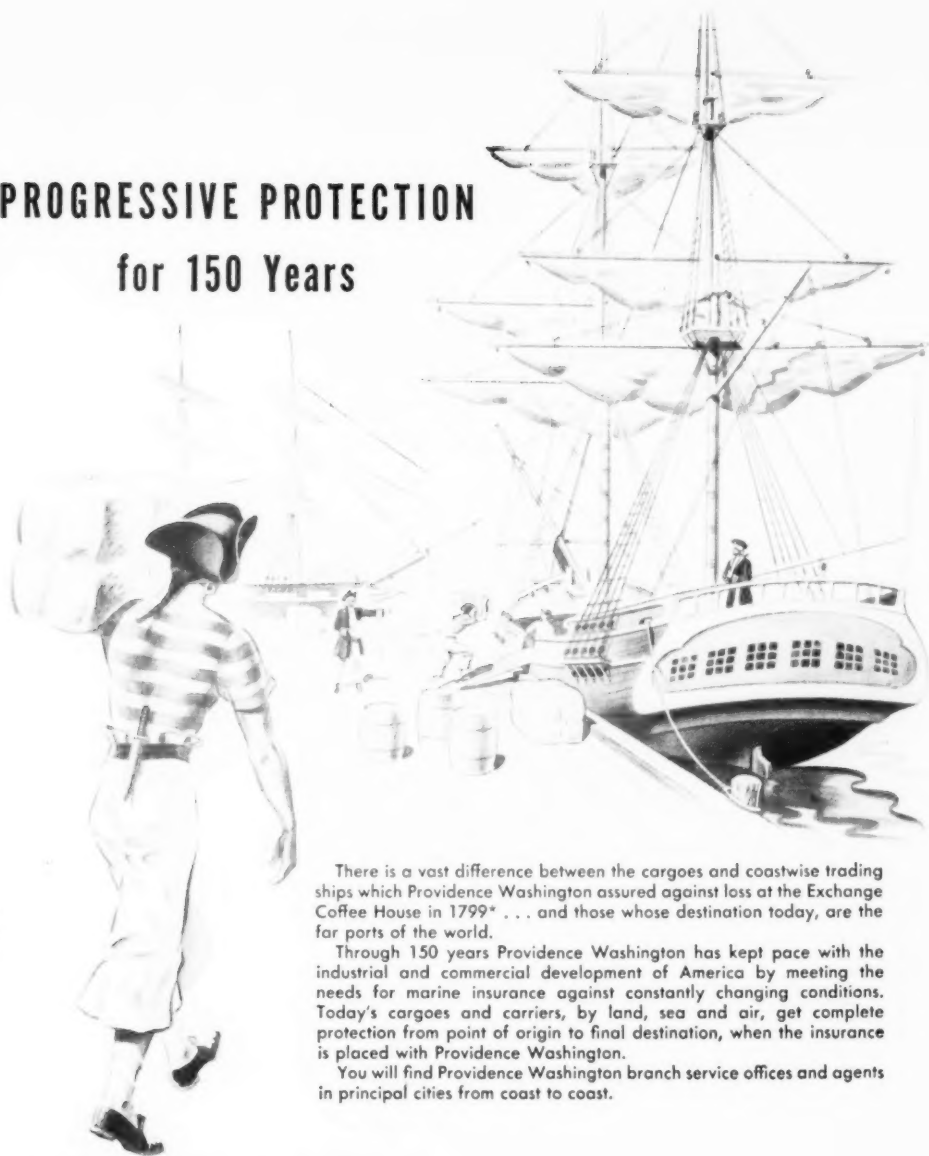
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